# FY 2005-2007

# CONFORMITY DETERMINATIONS

# FOR

# TRANSPORTATION IMPROVEMENT PROGRAMS, TRANSPORTATION PLANS, AND REGIONAL EMISSIONS ANALYSIS OF TRANSPORTATION PROJECTS IN NEW HAMPSHIRE'S NON-ATTAINMENT AREAS

**October 22, 2004**
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**PREPARED BY:**
New Hampshire Department of Transportation
Bureau of Transportation Planning

**IN CONJUNCTION WITH:**
New Hampshire Department of Environmental Services
Southern New Hampshire Planning Commission
Nashua Regional Planning Commission
Strafford Regional Planning Commission
Rockingham Planning Commission

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## INTRODUCTION

The 1990 Clean Air Act Amendments require conformity determinations of Transportation Plans and Transportation Improvement Programs (TIPs) adopted by Metropolitan Planning Organizations (MPOs) in areas that are non-attainment for particular pollutants. Conformity determinations are also required in non-attainment areas for all transportation projects funded or approved under Title 23 or the Federal Transit Act.

The United States Environmental Protection Agency (EPA) promulgated final rules on transportation conformity procedures on November 24, 1993 (Federal Register, Vol. 58, No. 225). Each state subject to this rule is required to submit a revision to the State Implementation Plan (SIP), which contains the criteria and procedures for determining conformity in that state. New Hampshire promulgated this rule in October 1995 and this rule was submitted to EPA for approval in January 1996. This administrative rule, Env-A: 1501 Transportation Conformity, references the Federal rule.

In August of 1997, EPA promulgated the Third Set of Amendments to the Federal Transportation Conformity Rule, which gave clarification and more flexibility to the transportation conformity rule. As a result, the State Transportation Conformity rule (Env-A: 1501) was modified to incorporate the Federal rule by reference. This report and the analyses contained within were prepared according to the Federal rule criteria (including third set of amendments) and procedures. The consultation procedures as outlined in the Env-A: 1501, and approved by EPA, were followed in the preparation of this conformity determination.

The emission budgets used in this Conformity Determination are from the “2003 Attainment Demonstration” SIP submitted to EPA in 1998. This SIP is the “applicable” SIP for this conformity determination.

The FY 2005-2007 STIP and therefore the TIPs have been determined to be fiscally constrained based on projected Obligational Limits under Federal legislation and the Department’s ability to advance construct projects when funds are not available. A full description of this fiscal constraint analysis will be sent along with the final Conformity Determination to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

## APPLICABILITY

According to the Federal rule, conformity determinations are required for the adoption, acceptance or approval of a Transportation Plan or Transportation Improvement Program by an MPO or DOT. A new Statewide Transportation Improvement Program (FY 2005-2007 STIP) and respective MPO TIPs will be adopted by NHDOT and the MPOs. All the MPO Long Range Transportation Plan projects will also be adopted. The analysis contained in this document serves as a supplement to the analysis in each TIP and Plan.

Conformity determinations are required in all non-attainment areas for transportation-related criteria pollutants. In July 2000, EPA rescinded the revocation of one hour standard in

five counties, re-designating them non-attainment for Ozone. These counties are Hillsborough, Rockingham, Merrimack, Strafford and Cheshire. This map is shown as Exhibit 1. These areas require an approved Conformity Determination. In ozone non-attainment areas, conformity must be demonstrated for volatile organic compounds (VOCs) and for nitrogen oxides (NOx).

Two cities, Nashua and Manchester, are also designated non-attainment for Carbon Monoxide (CO). Since these cities are entirely within MPO areas, conformity determinations for carbon monoxide are contained in the MPO TIP and Plan analysis.

The conformity tests required in the Federal rule must be demonstrated for the respective pollutant(s) in each non-attainment area in its entirety. As shown in Exhibit 1, the boundaries of the MPO areas and the non-attainment areas do not always match. Portions of some MPOs can be found in several non-attainment areas and vice versa. For this reason, NHDOT has prepared this document, which combines analyses performed by the MPOs to complete the analysis for the entire non-attainment area.

## TASK 1: PROJECT IDENTIFICATION

The FY 2005-2007 STIP, MPO TIPs and Transportation Plans were used to identify projects to be included in the regional emissions analyses. Since the FY 2005-2007 STIP only covers the next three years, the State's Ten Year Plan and the MPO Transportation Plans were used to determine future year projects.

In addition to projects listed on the FY 2005-2007 STIP, MPO TIPs and MPO Plans, any other transportation project, which is considered regionally significant, is included in the analysis. These projects were identified through local contacts at the MPO, Regional Planning Commissions, and NHDOT District offices and following the definitions and procedures in the state transportation conformity rule (Env-A: 1501).

## TASK 2: DETERMINE EXEMPT PROJECTS

Most projects in the FY 2005-2007 STIP, MPO TIPs and MPO Plans are not included in the analysis because they are either 1) exempt from conformity determinations or 2) otherwise considered to be neutral with respect to regional emissions analysis. Exhibit 2 lists those types of projects that are considered exempt. Exhibit 2 is based on tables contained in the Federal rule. Codes for each project type have been added to Exhibit 2 for reference purposes.

Exhibit 4 contains the list of not exempt projects gathered from the FY 2005-2007 STIP, State Ten Year Plan, MPO TIPs, and MPO Plans. List of Regionally significant projects are included in the individual MPO reports (Appendices B, C, D).

Conformity determinations are required for certain analysis years. These analysis years have been developed in consultation with New Hampshire Department of Environmental Services (NHDES), EPA and by looking at section 51.404 of the Federal Transportation Conformity rule. Projects are considered in a particular analysis year based on the expected opening year. Projects expected to be complete beyond these analysis years are not considered. In New Hampshire, analysis years are defined as follows:

| OZONE NON-ATTAINMENT AREA | CLASSIFICATION | ANALYSIS YEARS |
|---|---|---|
| SOUTHERN NH | SERIOUS | 2007, 2017, 2025 |
| SEACOAST | SERIOUS | 2007, 2017, 2025 |
| MANCHESTER | MARGINAL | 2007, 2017, 2025 |
| CHESHIRE COUNTY | NOT CLASSIFIED, INCOMPLETE DATA | 2007, 2017, 2025 |

| CARBON MONOXIDE (CO) NON-ATTAINMENT AREA | CLASSIFICATION | ANALYSIS YEARS |
|---|---|---|
| CITY OF MANCHESTER | NOT CLASSIFIED | 2007, 2010, 2017, 2025 |
| CITY OF NASHUA | NOT CLASSIFIED | 2007, 2010, 2017, 2025 |

## TASK 3: DETERMINE BASELINE VERSUS ACTION PROJECTS

Projects, which have completed the National Environmental Policy Act (NEPA) environmental permit process, are placed in the Baseline scenario for analysis. All other projects (except some projects which are built or in the process of being implemented) are analyzed as part of the Action scenario. Exhibit 4 notes which scenario each project was assigned.

## TASK 4: DETERMINE BASELINE EMISSIONS

The MPOs have incorporated all the projects considered as baseline projects (see Exhibit 4) in the appropriate analysis years. Background growth and the effects of these baseline projects are incorporated into the model calculations. Certain projects cannot be analyzed with transportation models. These projects, known as “off-model” projects are noted in their documentation. The emissions based on “off-model” calculations, were added to the model output, to calculate the total Baseline emissions.

The transportation models can provide for Vehicle Miles Traveled (VMT) and speed estimates. Emission factors from the EPA’s MOBILE6.2 model, corresponding to speed estimates from the transportation models, were multiplied with the VMT estimates to calculate the total emissions. MOBILE6.2 inputs and results are available upon request.

## TASK 5: DETERMINE ACTION EMISSIONS

All the projects, which do not fall in the Baseline Category, are called Action Projects. The MPOs coded these projects into the Transportation Models, performed model runs and calculated the action emissions. In addition, emissions from the projects that cannot be coded into the models "off-model" projects are added to the model outputs, to calculate the total action emissions. Appendices B, C and D contain the MPO reports describing the methods and results of analysis of the "action projects" using the transportation models.

Totals of action scenario emissions for each analysis year and each non-attainment area are enclosed in Exhibit 5.

## TASK 6: ADJUSTMENT BETWEEN HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) DATA AND TRANSPORTATION MODELS:

At this time, two non-attainment areas (Seacoast non-attainment area and Southern NH non-attainment area) in New Hampshire are covered by the MPO Transportation Models. The Seacoast non-attainment area is covered by one single model by the Seacoast MPO and three different MPO models cover the Southern New Hampshire non-attainment area. Since HPMS data and the Transportation Model data are two different tools, there will be a difference in the 2002 emissions inventory estimates of mobile sources (based solely on HPMS data) versus the estimates calculated for conformity (based on transportation model data).

In the Seacoast and Southern New Hampshire non-attainment areas, an adjustment factor is calculated to compensate for the difference between HPMS and model outputs. 2002 VOC and NOx adjustment factors were calculated as shown below:

VOC adjustment Factor = VOC emissions in kgs/day from 2002 emissions inventory divided by combined total of 2002 VOC emissions in kgs/day from the three different transportation models (in the case of Southern NH) and one transportation model (in the case of Seacoast).

NOx adjustment Factor = NOx emissions in kgs/day from 2002 emissions inventory divided by combined total of 2002 NOx emissions in kgs/day from the three different transportation models (in the case of Southern NH) and one transportation model (in the case of Seacoast).

These calculations can be seen in Exhibit 5.

In the case of Manchester and Cheshire non-attainment areas, no separate adjustment factors are calculated as the emissions data is based on HPMS itself.

This adjustment methodology was developed through a consultation process involving the MPO, NHDOT, and NHDES and was later presented to and agreed upon by the EPA, FHWA and FTA.

## TASK 7: PERFORM CONFORMITY TESTS

Based on the third set of amendments to the Federal rule, for Ozone non attainment areas with submitted SIPs, the budget test is the only conformity test which need to be met in each non-attainment area for each analysis year:

Action Emissions < Emissions Budget
(Applies to both VOC and NOx)

The 2007 emissions and emissions budgets are established in the applicable SIP.

In areas without approved mobile source emission budgets (Manchester and Cheshire non-attainment areas), the following emission reduction test can be used:

Action Emissions < 1990 Emissions
(Applies to both VOC and NOx)

In the case of Carbon Monoxide non-attainment areas (City of Manchester and City of Nashua), Action emissions should be less than 2010 budgets as established in the Maintenance plans.

**Result of the Conformity Tests**:

As shown in the tables in the following pages, the applicable conformity test for Ozone was met in each analysis year and in each non-attainment area. In the case of Carbon Monoxide, as shown in the following pages, the applicable conformity test is satisfied.

**NONATTAINMENT AREA : SOUTHERN NH SERIOUS OZONE**

VOC (HCs) in kg/day

| Year | Nashua MPO portion | Manchester MPO portion | RPC portion | **Total** | **Adjusted Total** | **Budget** | **Adjust. Factor / Test** |
|---|---|---|---|---|---|---|---|
| **2002** | 5,185 | 2,071 | 5,730 | 12,987 | 10,777 | | 0.83 |
| **2007** | 3,309 | 1,333 | 3,508 | 8,150 | 6,763 | 9725 | Pass |
| **2017** | 1,607 | 635 | 1,720 | 3,962 | 3,287 | 9,725 | Pass |
| **2025** | 1,290 | 506 | 1,217 | 3,013 | 2,500 | 9,725 | Pass |

NOx in kg/day

| Year | Nashua MPO portion | Manchester MPO portion | RPC portion | **Total** | **Adjusted Total** | **Budget** | **Adjust. Factor / Test** |
|---|---|---|---|---|---|---|---|
| **2002** | 9,146 | 3,781 | 9,294 | 22,221 | 20,506 | | 0.92 |
| **2007** | 5,984 | 2,510 | 6,136 | 14,630 | 13,501 | 19386 | Pass |
| **2017** | 2,106 | 872 | 2,140 | 5,118 | 4,723 | 19,386 | Pass |
| **2025** | 1,350 | 515 | 1,144 | 3,009 | 2,777 | 19,386 | Pass |

**NONATTAINMENT AREA : SEACOAST SERIOUS OZONE**

VOC (HCs) in kg/day

| Year | Seacoast MPO portion | | **Adjusted Total** | | **Budget** | **Adjust. Factor / Test** |
|---|---|---|---|---|---|---|
| **2002** | 9,276 | | 7,594 | | | 0.82 |
| **2007** | 6,199 | | 5,075 | | 6,323 | Pass |
| **2017** | 2,859 | | 2,340 | | 6,323 | Pass |
| **2025** | 2,035 | | 1,666 | | 6,323 | Pass |

NOx in kg/day

| Year | Seacoast MPO portion | | **Adjusted Total** | | **Budget** | **Adjust. Factor / Test** |
|---|---|---|---|---|---|---|
| **2002** | 16,810 | | 14,118 | | | 0.84 |
| **2007** | 11,583 | | 9,728 | | 12,410 | Pass |
| **2017** | 3,596 | | 3,020 | | 12,410 | Pass |
| **2025** | 2,007 | | 1,686 | | 12,410 | Pass |

**NONATTAINMENT AREA : MANCHESTER MARGINAL OZONE**

VOC (HCs) in kg/day

| Year | Nashua MPO portion | Manchester MPO portion | RPC portion | Remainder of Non-modeled area | **Total** | **1990 Emissions** | **Test** |
|---|---|---|---|---|---|---|---|
| **1990** | 81 | 14,780 | 1,750 | 7,583 | 24,194 | | |
| **2007** | 21 | 4,671 | 638 | 4,077 | 9,407 | 24,194 | Pass |
| **2017** | 9 | 2,169 | 295 | 2,086 | 4,559 | 24,194 | Pass |
| **2025** | 8 | 1,717 | 214 | 1,739 | 3,677 | 24,194 | Pass |

NOx in kg/day

| Year | Nashua MPO portion | Manchester MPO portion | RPC portion | Remainder of Non-modeled area | **Total** | **1990 Emissions** | **Test** |
|---|---|---|---|---|---|---|---|
| **1990** | 72 | 25,270 | 1,878 | 8,827 | 36,047 | | |
| **2007** | 35 | 8,279 | 1,162 | 8,322 | 17,798 | 36,047 | Pass |
| **2017** | 11 | 2,848 | 376 | 3,118 | 6,354 | 36,047 | Pass |
| **2025** | 8 | 1,685 | 206 | 1,936 | 3,835 | 36,047 | Pass |

**NONATTAINMENT AREA : CHESHIRE COUNTY NOT CLASSIFIED OZONE**

VOC (HCs) in kg/day

| Year | Entire County Area | | **1990 Emissions** | **Test** |
|---|---|---|---|---|
| **1990** | 4,227 | | | |
| **2007** | 1,630 | | 4,227 | Pass |
| **2017** | 818 | | 4,227 | Pass |
| **2025** | 682 | | 4,227 | Pass |

NOx in kg/day

| Year | Entire County Area | | **1990 Emissions** | **Test** |
|---|---|---|---|---|
| **1990** | 4,623 | | | |
| **2007** | 2,846 | | 4,623 | Pass |
| **2017** | 1,059 | | 4,623 | Pass |
| **2025** | 665 | | 4,623 | Pass |

CARBON MONOXIDE ANALYSIS SUMMARY
CITY OF NASHUA

| YEAR | SCENARIO | VMT | CO kg / day (Winter) | CO Budget (kg / day) | CO Allowance (kg / day) |
|---|---|---|---|---|---|
| 2010 | Build | **1,814,132** | **25,776.66** | 54,489 | 28712 |
| 2017 | Build | **2,118,205** | **23,240.46** | 54,489 | 31249 |
| 2025 | Build | **3,422,435** | **34,478.92** | 54,489 | 20010 |

CO ANALYSIS RESULTS FOR MANCHESTER

| | | Average Daily Values | | Winter Month Values | | Results with Credits | | Budget |
|---|---|---|---|---|---|---|---|---|
| Year | Scenario | VMT | CO (kg/day) | VMT | CO (kg/day) | VMT | CO (kg/day) | CO (kg/day) |
| 1990 | - | 1,642,378 | 59,661 | 1,494,564 | 54,292 | 1,494,564 | 54,292 | |
| 2003 | Build | 1,991,936 | 32,011 | 1,812,662 | 29,130 | 1,812,572 | 29,122 | |
| 2010 | Build | 2,163,741 | 31,122 | 1,969,004 | 28,321 | 1,960,974 | 28,248 | 50,648 |
| 2012 | Build | 2,210,164 | 31,046 | 2,011,249 | 28,252 | 2,003,315 | 28,185 | |
| 2022 | Build | 2,500,261 | 34,702 | 2,275,238 | 31,579 | 2,266,110 | 31,516 | 50,648 |

**Therefore, positive conformity determinations may be made on the current MPO TIPs and MPO Plans in New Hampshire.**

Section 51.418 of the Federal conformity rule requires that MPO Plans, MPO TIPs and projects outside the MPO areas must provide for the timely implementation of any Transportation Control Measures (TCMs) specifically identified in the SIP. At this time, there are no TCMs in New Hampshire's SIP. Therefore, this condition is met.

## Public Comment Period

Public comments will be accepted for the draft conformity analysis from October 22, 2004 through November 22, 2004 (4:00 PM) in accordance with New Hampshire Administrative rule, Env-A 1501: Transportation Conformity. Written Comments received during this period will be included in this document and all comments will be responded to and corrections made where appropriate. All comments, responses and corrections will be documented.

**Exhibit 1.**
**Ozone Non-attainment  Map**

# OZONE NONATTAINMENT AREAS

New Hampshire DOT
Department of Transportation
Bureau of Transportation Planning

0 5 10 15 20 25 Miles

**Metropolitan Planning Organizations**

- Manchester
- Nashua
- Salem-Plaistow-Windham
- Seacoast

**Non Attainment Area Classifications**

- Not Classified-Non Attainment
- Marginal-Non Attainment
- Serious Seacoast-Non Attainment
- Serious Southern N.H.-Non Attainment
- Attainment

In July 2000, EPA rescinded the revocation of one hour standard in five counties designating them non attainment for Ozone.
This map represents the non attainment areas that require a Conformity Determination by January 16, 2001.

CANADA

N

PITTSBURG
CLARKSVILLE
ATKINSON & GILMANTON ACADEMY GRANT
STEWARTSTOWN
COLEBROOK
DIXVILLE
DIXS GRANT
SECOND COLLEGE GRANT
WENTWORTHS LOCATION
COLUMBIA
ERVINGS LOC
MILLSFIELD
ERROL
COOS
STRATFORD
ODELL
DUMMER
CAMBRIDGE
STARK
MILAN
NORTHUMBERLAND
KILKENNY
SUCCESS
LANCASTER
BERLIN
DALTON
WHITEFIELD
JEFFERSON
RANDOLPH
GORHAM
SHELBURNE
LITTLETON
CARROLL
LOW & BURBANKS GRANT
MARTINS LOC
GREENS GRANT
THOMPSON & MESERVES PUR
BEANS PURCHASE
CRAWFORDS PURCHASE
CRAWFORDS GRANT
BEANS GRANT
CUTTS GRANT
SARGENTS PURCHASE
ERVINGS GRANT
MONROE
LYMAN
LISBON
SUGAR HILL
BETHLEHEM
BATH
LANDAFF
FRANCONIA
EASTON
JACKSON
CHATHAM
HARTS LOCATION
HADLEYS PUR
HAVERHILL
LINCOLN
BARTLETT
BENTON
LIVERMORE
HALES LOC
CONWAY
WOODSTOCK
VERMONT
PIERMONT
GRAFTON
WARREN
WATERVILLE VALLEY
ALBANY
MAINE
THORNTON
MADISON
EATON
ORFORD
ELLSWORTH
CARROLL
WENTWORTH
SANDWICH
TAMWORTH
FREEDOM
RUMNEY
CAMPTON
LYME
DORCHESTER
HOLDERNESS
GROTON
PLYMOUTH
MOULTONBOROUGH
OSSIPEE
EFFINGHAM
HANOVER
ASHLAND
CENTER HARBOR
HEBRON
CANAAN
TUFTONBORO
BRIDGEWATER
NEW HAMPTON
MEREDITH
LEBANON
ORANGE
ALEXANDRIA
BRISTOL
WOLFEBORO
ENFIELD
LACONIA
WAKEFIELD
GRAFTON
GILFORD
BROOKFIELD
PLAINFIELD
DANBURY
HILL
SANBORNTON
BELKNAP
ALTON
MIDDLETON
GRANTHAM
SPRINGFIELD
FRANKLIN
TILTON
BELMONT
NEW DURHAM
MILTON
CORNISH
CROYDON
WILMOT
ANDOVER
GILMANTON
NEW LONDON
NORTHFIELD
SUNAPEE
CLAREMONT
SALISBURY
FARMINGTON
SULLIVAN
NEWPORT
CANTERBURY
BARNSTEAD
SUTTON
NEWBURY
LOUDON
UNITY
WEBSTER
BOSCAWEN
ROCHESTER
STRAFFORD
GOSHEN
WARNER
PITTSFIELD
SOMERSWORTH
CHARLESTOWN
CHICHESTER
BRADFORD
CONCORD
EPSOM
BARRINGTON
ROLLINSFORD
ACWORTH
LEMPSTER
HOPKINTON
NORTHWOOD
DOVER
LANGDON
WASHINGTON
HENNIKER
PEMBROKE
MADBURY
HILLSBOROUGH
BOW
DEERFIELD
NOTTINGHAM
LEE
DURHAM
MARLOW
ALLENSTOWN
WINDSOR
ALSTEAD
DEERING
WEARE
DUNBARTON
HOOKSETT
CANDIA
NEWMARKET
NEWINGTON
NEW CASTLE
STODDARD
ANTRIM
RAYMOND
EPPING
GREENLAND
PORTSMOUTH
WALPOLE
GILSUM
GOFFSTOWN
NEWFIELDS
SURRY
SULLIVAN
FRANCESTOWN
NEW BOSTON
MANCHESTER
AUBURN
FREMONT
BRENTWOOD
EXETER
STRATHAM
RYE
NELSON
BENNINGTON
ROCKINGHAM
NORTH HAMPTON
HANCOCK
WESTMORELAND
KEENE
ROXBURY
HARRISVILLE
GREENFIELD
CHESTER
HAMPTON
ISLE OF SHOALS
CHESHIRE
HILLSBOROUGH
BEDFORD
SANDOWN
DANVILLE
KINGSTON
EAST KINGSTON
KENSINGTON
HAMPTON FALLS
ATLANTIC OCEAN
WARLBOROUGH
DUBLIN
PETERBOROUGH
MONT VERNON
LYNDEBOROUGH
MERRIMACK
LONDONDERRY
DERRY
HAMPSTEAD
SOUTH HAMPTON
SEABROOK
CHESTERFIELD
SWANZEY
AMHERST
LITCHFIELD
NEWTON
TROY
JAFFREY
WILTON
MILFORD
ATKINSON
PLAISTOW
HINSDALE
SHARON
TEMPLE
WINDHAM
WINCHESTER
SALEM
RICHMOND
FITZWILLIAM
RINDGE
NEW IPSWICH
GREENVILLE
MASON
HUDSON
BROOKLINE
HOLLIS
NASHUA
PELHAM

MASSACHUSETTS

Print Date:
June 2004

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**Exhibit 2.**
**Exempt Code List**

## PROJECTS EXEMPT FROM CONFORMITY

**SAFETY**

E-1 Railroad/highway crossing.
E-2 Hazard elimination program.
E-3 Safer non-Federal Aid system roads.
E-4 Shoulder improvements.
E-5 Increasing sight distance.
E-6 Safety improvement program.
E-7 Traffic control devices and operating assistance other than signalization projects.
E-8 Railroad/highway crossing warning devices.
E-9 Guardrails, median barriers, crash cushions.
E-10 Pavement resurfacing and/or rehabilitation.
E-11 Pavement marking demonstration.
E-12 Emergency relief (23 U.S.C. 125).
E-13 Fencing.
E-14 Skid treatments.
E-15 Safety roadside rest areas.
E-16 Adding medians.
E-17 Truck climbing lanes outside the urbanized area.
E-18 Lighting improvements.
E-19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
E-20 Emergency truck pullovers.

**MASS TRANSIT**

E-21 Operating assistance to transit agencies.
E-22 Purchase of support vehicles.
E-23 Rehabilitation of transit vehicles.{1}
E-24 Purchase of office, shop, and operating equipment for existing facilities.
E-25 Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
E-26 Construction or renovation of power, signal, communications systems.
E-27 Construction of small passenger shelters and information kiosks.
E-28 Construction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
E-29 Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
E-30 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.{1}
E-31 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

**AIR QUALITY**

E-32 Continuation of ride-sharing and van-pooling promotion activities at current levels.
E-33 Bicycle and pedestrian facilities.

**OTHER**

Specific activities which do not involve or lead directly to construction, such as:
E-34 Planning and technical studies.
E-35 Grants for training and research programs.
E-36 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
E-37 Federal-aid systems revisions.
E-38 Engineering to assess social, economic, and environmental effects of the proposed action to alternatives to that action.
E-39 Noise attenuation.
E-40 Advance land acquisitions (23 CFR part 712 or 23 CFR part 771).
E-41 Acquisition of scenic easements.
E-42 Plantings, landscaping, etc.
E-43 Sign removal.
E-44 Directional and informational signs.
E-45 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities).
E-46 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, exempt projects involving substantial functional, locational or capacity changes.
ATT. Project is located in attainment area and, therefore, not subject to conformity.

**PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES**

E-51 Intersection channelization projects.
E-52 Intersection signalization projects at individual intersections.
E-53 Interchange reconfiguration projects.
E-54 Changes in vertical and horizontal alignment.
E-55 Truck size and weight inspection stations.
E-56 Bus terminals and transfer points.

**OTHER EXEMPT CODES**

N/E Project is not exempt
{1} PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

**Exhibit 3.**
**Exempt/Not Exempt Project List in the Ten-Year Period (2005-2014)**

# Exempt / Not Exempt Projects in the Ten Year Period 2005-2014

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | ALBANY | 13632 | 2005 | R | NH 112 | FROM OLIVERIAN BROOK EAST 5.5 MILES TO PASSACONAWAY RD. PE/ROW TO REHAB THE ROADWAY, WIDEN THE SHOULDERS TO 4', IMPROVE DRAINAGE AND OTHER SAFETY IMPROVEMENTS (Const Under 13632A & 13632B) |
| ATT | ALBANY | 13632B | 2005 | C | NH 112 | ROADWAY REHABILITATION AND WIDEN SHOULDERS TO 4' AND OTHER SAFETY IMPROVEMENTS FROM 1.0 MILES EAST OF THE ROCKY GORGE PARKING AREA EAST 1.0 MILES TO THE WEST END OF THE RECENT LOWER FALLS PROJECT |
| ATT | ALBANY - MADISON | 10437 | 2005 | P | NH 16 | RECONSTRUCTION FROM JUST NORTH OF TAMWORTH T/L NORTHERLY APPROX 5 MILES & FROM THE NEW BYPASS NORTHERLY 0.85 MILES TO JUST NORTH OF NH 16 / WEST MAIN STREET INTERSECTION |
| ATT | ALBANY - MADISON | 10437 | 2011 | P | NH 16 | RECONSTRUCTION FROM JUST NORTH OF TAMWORTH T/L NORTHERLY APPROX 5 MILES & FROM THE NEW BYPASS NORTHERLY 0.85 MILES TO JUST NORTH OF NH 16 / WEST MAIN STREET INTERSECTION |
| ATT | ALBANY - MADISON | 10437 | 2011 | R | NH 16 | RECONSTRUCTION FROM JUST NORTH OF TAMWORTH T/L NORTHERLY APPROX 5 MILES & FROM THE NEW BYPASS NORTHERLY 0.85 MILES TO JUST NORTH OF NH 16 / WEST MAIN STREET INTERSECTION |
| ATT | ALBANY - MADISON | 10437 | 2012 | P | NH 16 | RECONSTRUCTION FROM JUST NORTH OF TAMWORTH T/L NORTHERLY APPROX 5 MILES & FROM THE NEW BYPASS NORTHERLY 0.85 MILES TO JUST NORTH OF NH 16 / WEST MAIN STREET INTERSECTION |
| ATT | ALBANY - MADISON | 10437 | 2012 | R | NH 16 | RECONSTRUCTION FROM JUST NORTH OF TAMWORTH T/L NORTHERLY APPROX 5 MILES & FROM THE NEW BYPASS NORTHERLY 0.85 MILES TO JUST NORTH OF NH 16 / WEST MAIN STREET INTERSECTION |
| E-19 | ALLENSTOWN - PEMBROKE | 12361 | 2004 | P | US 3 | REPLACE BRIDGE OVER LOCAL ROAD & SUNCOOK RIVER - 069/056 TO INCLUDE BRIDGE APPROACHES |
| E-19 | ALLENSTOWN - PEMBROKE | 12361 | 2005 | P | US 3 | REPLACE BRIDGE OVER LOCAL ROAD & SUNCOOK RIVER - 069/056 TO INCLUDE BRIDGE APPROACHES |
| E-19 | ALLENSTOWN - PEMBROKE | 12361 | 2005 | R | US 3 | REPLACE BRIDGE OVER LOCAL ROAD & SUNCOOK RIVER - 069/056 TO INCLUDE BRIDGE APPROACHES |
| E-19 | ALLENSTOWN - PEMBROKE | 12361 | 2006 | C | US 3 | REPLACE BRIDGE OVER LOCAL ROAD & SUNCOOK RIVER - 069/056 TO INCLUDE BRIDGE APPROACHES |
| ATT | ALTON | 13802 | 2005 | P | NH 28 | REPLACE BRIDGE & APPROACH WORK OVER MERRYMEETING RIVER - 186/155 |
| ATT | ALTON | 13802 | 2005 | R | NH 28 | REPLACE BRIDGE & APPROACH WORK OVER MERRYMEETING RIVER - 186/155 |
| ATT | ALTON | 13802 | 2006 | C | NH 28 | REPLACE BRIDGE & APPROACH WORK OVER MERRYMEETING RIVER - 186/155 |
| ATT | ALTON | 14018 | 2006 | C | NH 11 | UPGRADE DRAINAGE & GUARDRAIL & PROVIDE 4' SHOULDERS AT ROLLINS HILL (RPC HIRI Project) |

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|---|---|---|---|---|---|---|
| ATT | ALTON | 14239 | 2009 | P | PLACES MILL ROAD | BRIDGE REPLACEMENT OVER SUNSET LAKE OUTLET - 098/178 |
| ATT | ALTON | 14239 | 2009 | R | PLACES MILL ROAD | BRIDGE REPLACEMENT OVER SUNSET LAKE OUTLET - 098/178 |
| ATT | ALTON | 14239 | 2009 | C | PLACES MILL ROAD | BRIDGE REPLACEMENT OVER SUNSET LAKE OUTLET - 098/178 |
| ATT | ALTON - GILFORD | 10606 | 2006 | P | NH 11 | RECONSTRUCTION NEAR ELLOCOYA STATE PARK SOUTHEAST 4.75 MILES TO MINGE BROOK |
| ATT | ALTON - GILFORD | 10606 | 2007 | P | NH 11 | RECONSTRUCTION NEAR ELLOCOYA STATE PARK SOUTHEAST 4.75 MILES TO MINGE BROOK |
| ATT | ALTON - GILFORD | 10606 | 2011 | R | NH 11 | RECONSTRUCTION NEAR ELLOCOYA STATE PARK SOUTHEAST 4.75 MILES TO MINGE BROOK |
| ATT | ALTON - GILFORD | 10606 | 2012 | R | NH 11 | RECONSTRUCTION NEAR ELLOCOYA STATE PARK SOUTHEAST 4.75 MILES TO MINGE BROOK |
| E-38 | AMHERST | 13958 | 2003 | P | NH 101 / OLD MANCHESTER & PINE RD | INTERSECTION IMPROVEMENTS STUDY |
| E-19 | AMHERST | 14297 | 2009 | P | NEW BOSTON ROAD | FUTURE BRIDGE REPLACEMENT OVER BEAVER BROOK - 116/091 |
| E-19 | AMHERST | 14297 | 2009 | R | NEW BOSTON ROAD | FUTURE BRIDGE REPLACEMENT OVER BEAVER BROOK - 116/091 |
| E-19 | AMHERST | 14297 | 2009 | C | NEW BOSTON ROAD | FUTURE BRIDGE REPLACEMENT OVER BEAVER BROOK - 116/091 |
| E-6 | ANDOVER | | 2005 | P | US 4 | RECONSTRUCT APPROXIMATELY 2.0 MILES FROM SALISBURY T/L WESTERLY |
| E-6 | ANDOVER | | 2005 | R | US 4 | RECONSTRUCT APPROXIMATELY 2.0 MILES FROM SALISBURY T/L WESTERLY |
| E-6 | ANDOVER | | 2006 | P | US 4 | RECONSTRUCT APPROXIMATELY 2.0 MILES FROM SALISBURY T/L WESTERLY |
| E-6 | ANDOVER | | 2011 | R | US 4 | RECONSTRUCT APPROXIMATELY 2.0 MILES FROM SALISBURY T/L WESTERLY |
| E-6 | ANDOVER | | 2012 | C | US 4 | RECONSTRUCT APPROXIMATELY 2.0 MILES FROM SALISBURY T/L WESTERLY |
| E-54 | ANDOVER | 13349 | 2004 | C | NH 11 | RECONSTRUCT TO IMPROVE HORIZONTAL ALIGNMENT FROM ICE HOUSE LANE EASTERLY TO CHANNEL ROAD, APPROX. 0.5 MILES |
| E-33 | ANDOVER | 13479 | 2005 | C | | REHABILITATE CILLEYVILLE BOG BRIDGE - 049/094, FOR PEDESTRIAN TRAFFIC [00-02TE] |
| E-19 | ANDOVER | 13858 | 2003 | P | DYERS CROSSING ROAD | BRIDGE REHABILITATION OVER SUCKER BROOK - 199/144 |
| E-19 | ANDOVER | 13858 | 2003 | R | DYERS CROSSING ROAD | BRIDGE REHABILITATION OVER SUCKER BROOK - 199/144 |
| E-19 | ANDOVER | 13858 | 2006 | C | DYERS CROSSING ROAD | BRIDGE REHABILITATION OVER SUCKER BROOK - 199/144 |
| E-19 | ANDOVER | 14169 | 2006 | P | NH 11 & 4A | BRIDGE OVER US 4 & NHRR (ABD) - 058/103, REHABILITATION OR REMOVAL |

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|---|---|---|---|---|---|---|
| E-19 | ANDOVER | 14169 | 2006 | R | NH 11 & 4A | BRIDGE OVER US 4 & NHRR (ABD) - 058/103, REHABILITATION OR REMOVAL |
| E-19 | ANDOVER | 14169 | 2008 | C | NH 11 & 4A | BRIDGE OVER US 4 & NHRR (ABD) - 058/103, REHABILITATION OR REMOVAL |
| E-10 | ANDOVER | 14172 | 2010 | R | NH 11 | RECONSTRUCT FROM CHANNELL ROAD TO HOYT ROAD - APPROX. 1.5 MILES - Federal Resurfacing Program |
| E-10 | ANDOVER | 14172 | 2012 | C | NH 11 | RECONSTRUCT FROM CHANNELL ROAD TO HOYT ROAD - APPROX. 1.5 MILES - Federal Resurfacing Program |
| | ANDOVER - FRANKLIN | 14057A | 2004 | C | NH 11 | RECONSTRUCT BEGINNING 800' EAST OF SAM HILL ROAD IN EAST ANDOVER PROCEEDING EAST 2.5 MILES TO 800' WEST OF LOG CABIN ROAD (Matching 12938 Project)[Federal Resurfacing Program] |
| | ANDOVER - FRANKLIN | 14057A | 2005 | C | NH 11 | RECONSTRUCT BEGINNING 800' EAST OF SAM HILL ROAD IN EAST ANDOVER PROCEEDING EAST 2.5 MILES TO 800' WEST OF LOG CABIN ROAD (Matching 12938 Project)[Federal Resurfacing Program] |
| E-33 | ANTRIM | 13885 | 2005 | C | MAIN STREET | CONSTRUCT CONCRETE SIDEWALKS FROM US 202 / NH 31 INTERSECTION TO WEST STREET, IMPROVE PEDESTRIAN AMENITIES, CURBING, LIGHTING AND EROSION CONTROL [02-03TE] |
| ATT | ASHLAND | 13691 | 2004 | C | HIGHLAND STREET | RECONSTRUCT 3300 FT TO RECLASSIFY AS A CLASS II ROADWAY & RELINQUISH OWNERSHIP TO THE TOWN OF ASHLAND |
| ATT | ASHLAND | 14171 | 2004 | C | US 3 / NH 25 | BRIDGE PAINTING - 107/094 |
| ATT | ASHLAND | 14262 | 2009 | P | RIVER STREET | BRIDGE REHABILITATION OVER SQUAM RIVER - 101/073 |
| ATT | ASHLAND | 14262 | 2009 | R | RIVER STREET | BRIDGE REHABILITATION OVER SQUAM RIVER - 101/073 |
| ATT | ASHLAND | 14262 | 2009 | C | RIVER STREET | BRIDGE REHABILITATION OVER SQUAM RIVER - 101/073 |
| ATT | ASHLAND - BRIDGEWATER | 14272 | 2005 | P | US 3 | BRIDGE PAINTING OVER PEMIGEWASSET RIVER - 076/080 |
| E-10 | ATKINSON - HAMPSTEAD | | 2007 | P | NH 111 | RECONSTRUCT FROM CENTRAL STREET IN HAMPSTEAD TO THE SOUTHERN MOST ATKINSON / HAMPSTEAD TOWN LINE (3.2 MILES) |
| E-10 | ATKINSON - HAMPSTEAD | | 2008 | P | NH 111 | RECONSTRUCT FROM CENTRAL STREET IN HAMPSTEAD TO THE SOUTHERN MOST ATKINSON / HAMPSTEAD TOWN LINE (3.2 MILES) |
| E-10 | ATKINSON - HAMPSTEAD | | 2008 | R | NH 111 | RECONSTRUCT FROM CENTRAL STREET IN HAMPSTEAD TO THE SOUTHERN MOST ATKINSON / HAMPSTEAD TOWN LINE (3.2 MILES) |
| E-10 | ATKINSON - HAMPSTEAD | | 2011 | R | NH 111 | RECONSTRUCT FROM CENTRAL STREET IN HAMPSTEAD TO THE SOUTHERN MOST ATKINSON / HAMPSTEAD TOWN LINE (3.2 MILES) |
| E-19 | AUBURN | 14082 | 2007 | C | DEARBORN ROAD | BRIDGE REPLACEMENT OVER PRESTON BROOK - 136/116 |
| ATT | BARNSTEAD - ALTON | 14121 | 2005 | P | NH 28 | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD |

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|---|---|---|---|---|---|---|
| ATT | BARNSTEAD - ALTON | 14121 | 2009 | P | NH 28 | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD |
| ATT | BARNSTEAD - ALTON | 14121 | 2010 | R | NH 28 | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD |
| ATT | BARNSTEAD - ALTON | 14121 | 2012 | C | NH 28 | RECONSTRUCTION FROM THE ALTON CIRCLE SOUTH APPROXIMATELY 7.0 MILES TO THE IMPROVED SECTION IN BARNSTEAD |
| ATT | BARTLETT | 13043 | 2007 | C | US 302 | REPLACE BRIDGE OVER NHRR - 188/123 & OVER SACO RIVER - 189/129 TO INCLUDE APPROACHES |
| ATT | BARTLETT - BERLIN | 13857 | 2008 | C | NH 16 | FROM US 302 (BARTLETT) TO BERLIN URBAN COMPACT LINE - UPGRADE GUARDRAIL AND TERMINALS [Fed Aid Guardrail Improvement Program] |
| ATT | BATH | 10425C | 2011 | C | US 302 | CONSTRUCT BATH VILLAGE BYPASS; SOUTH SEGMENT; SOUTH OF HILL ROAD |
| ATT | BATH | 10425D | 2012 | C | US 302 | CONSTRUCT BATH VILLAGE BYPASS, NORTH SEGMENT, NORTH OF HILL RD |
| ATT | BATH | 10425E | 2012 | C | US 302 | CONSTRUCT BATH UPPER VILLAGE BYPASS |
| ATT | BATH - LISBON | 10425 | 2005 | R | US 302 | RECONSTRUCTION, FROM NH 112 NORTH 8.9 MILES TO LISBON (Includes Roadway and Bridge reconstruction & relocation) |
| ATT | BATH - LISBON | 10425 | 2007 | P | US 302 | RECONSTRUCTION, FROM NH 112 NORTH 8.9 MILES TO LISBON (Includes Roadway and Bridge reconstruction & relocation) |
| ATT | BATH - LISBON | 10425 | 2008 | P | US 302 | RECONSTRUCTION, FROM NH 112 NORTH 8.9 MILES TO LISBON (Includes Roadway and Bridge reconstruction & relocation) |
| ATT | BATH - LISBON | 10425 | 2008 | R | US 302 | RECONSTRUCTION, FROM NH 112 NORTH 8.9 MILES TO LISBON (Includes Roadway and Bridge reconstruction & relocation) |
| ATT | BATH - LISBON | 10425 | 2009 | P | US 302 | RECONSTRUCTION, FROM NH 112 NORTH 8.9 MILES TO LISBON (Includes Roadway and Bridge reconstruction & relocation) |
| ATT | BATH - LISBON | 10425 | 2009 | R | US 302 | RECONSTRUCTION, FROM NH 112 NORTH 8.9 MILES TO LISBON (Includes Roadway and Bridge reconstruction & relocation) |
| ATT | BATH TO LITTLETON | 13427 | 2005 | P | NH 10 | GUARDRAIL UPGRADE AND OTHER RELATED WORK FROM HAVERHILL T/L TO I-93 IN LITTLETON [Betterment Guardrail Improvement Program] |
| ATT | BATH TO LITTLETON | 13427 | 2005 | R | NH 10 | GUARDRAIL UPGRADE AND OTHER RELATED WORK FROM HAVERHILL T/L TO I-93 IN LITTLETON [Betterment Guardrail Improvement Program] |
| ATT | BATH TO LITTLETON | 13427 | 2006 | P | NH 10 | GUARDRAIL UPGRADE AND OTHER RELATED WORK FROM HAVERHILL T/L TO I-93 IN LITTLETON [Betterment Guardrail Improvement Program] |
| ATT | BATH TO LITTLETON | 13427 | 2007 | C | NH 10 | GUARDRAIL UPGRADE AND OTHER RELATED WORK FROM HAVERHILL T/L TO I-93 IN LITTLETON [Betterment Guardrail Improvement Program] |
| N/E | BEDFORD | 10018D | 2004 | C | NH 101 / I-293 | ROADWAY AND BRIDGE RECONSTRUCTION FROM I-293 INTERCHANGE WEST TO PLUMMER ROAD OVERPASS |

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|---|---|---|---|---|---|---|
| N/E | BEDFORD | 10018D | 2005 | C | NH 101 / I-293 | ROADWAY AND BRIDGE RECONSTRUCTION FROM I-293 INTERCHANGE WEST TO PLUMMER ROAD OVERPASS |
| N/E | BEDFORD | 10018E | 2005 | C | US 3 / KILTON ROAD | CONSTRUCTION OF NEW NH 101 WB ON AND OFF RAMPS AND RECONSTRUCTION OF KILTON ROAD AND US 3 |
| N/E | BEDFORD | 10018F | 2006 | C | US 3 | LANDSCAPING KILTON ROAD, US 3, BERM ALONG NH 101 ON RAMP, DRAINAGE BASINS |
| E-19 | BEDFORD | 13527 | 2009 | R | US 3 | REPLACE BRIDGE OVER F.E.E.T. - 189/121 & ASSOCIATED APPROACH WORK |
| E-19 | BEDFORD | 13527 | 2010 | C | US 3 | REPLACE BRIDGE OVER F.E.E.T. - 189/121 & ASSOCIATED APPROACH WORK |
| E-6 | BEDFORD | 13692A | 2005 | P | NH 101 | SAFETY IMPROVEMENTS @ THE HARDY/JENKINS ROAD INTERSECTION [Section 115 - Designated Project NH023] |
| E-6 | BEDFORD | 13692A | 2006 | R | NH 101 | SAFETY IMPROVEMENTS @ THE HARDY/JENKINS ROAD INTERSECTION [Section 115 - Designated Project NH023] |
| E-6 | BEDFORD | 13692A | 2008 | C | NH 101 | SAFETY IMPROVEMENTS @ THE HARDY/JENKINS ROAD INTERSECTION [Section 115 - Designated Project NH023] |
| N/E | BEDFORD | 13953 | 2005 | P | NH 101 | WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM CONSTITUTION DRIVE TO WALLACE ROAD, INCLUDING APPROPRIATE PEDESTRIAN FACILITIES |
| N/E | BEDFORD | 13953 | 2005 | R | NH 101 | WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM CONSTITUTION DRIVE TO WALLACE ROAD, INCLUDING APPROPRIATE PEDESTRIAN FACILITIES |
| N/E | BEDFORD | 13953 | 2009 | P | NH 101 | WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM CONSTITUTION DRIVE TO WALLACE ROAD, INCLUDING APPROPRIATE PEDESTRIAN FACILITIES |
| N/E | BEDFORD | 13953 | 2011 | R | NH 101 | WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM CONSTITUTION DRIVE TO WALLACE ROAD, INCLUDING APPROPRIATE PEDESTRIAN FACILITIES |
| N/E | BEDFORD | 13953 | 2012 | C | NH 101 | WIDEN TO 5 LANES FOR APPROXIMATELY 2 MILES, FROM CONSTITUTION DRIVE TO WALLACE ROAD, INCLUDING APPROPRIATE PEDESTRIAN FACILITIES |
| E-19 | BEDFORD | 14070 | 2006 | C | CAMPBELL ROAD | BRIDGE REPLACEMENT OVER McQUADE BROOK - 089/119 |
| | BEDFORD | 14084 | 2007 | C | NORTH AMHERST ROAD | BRIDGE REHABILITATION OVER RIDDLE BROOK - 128/119 |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512A | 2005 | C | AIRPORT ACCESS ROAD | CONSTRUCT BRIDGE OVER MERRIMACK RIVER |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512A | 2006 | C | AIRPORT ACCESS ROAD | CONSTRUCT BRIDGE OVER MERRIMACK RIVER |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512C | 2007 | C | AIRPORT ACCESS ROAD | CONSTRUCT FE EVERETT TPK BRIDGE OVER MANCHESTER AIPORT ACCESS ROAD (MAAR) AND RAMP A & C BRIDGES |

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|---|---|---|---|---|---|---|
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512D | 2007 | C | AIRPORT ACCESS ROAD | CONST BRIDGE OVER LITTLE COHAS RIVER AND ROADWAY INTO MANCHESTER AIRPORT |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512E | 2005 | R | AIRPORT ACCESS ROAD | IMPROVE ACCESS FROM F.E.E.T. TO MANCHESTER AIRPORT AND SURROUNDING AREA - ROW DEMOLITIONS |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512F | 2008 | C | AIRPORT ACCESS ROAD | CONSTRUCT US 3, RAMPS EAST OF US 3, AND THE MANCHESTER AIRPORT ACCESS ROAD (MAAR) BRIDGE OVER US 3 |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512H | 2008 | C | AIRPORT ACCESS ROAD | CONSTRUCT NH 3A, NH 3A CONNECTOR, MAAR BETWEEN MERRIMACK RIVER & LITTLE COHAS RIVER BRIDGES & CONST NH 3A BRIDGE OVER WILDLIFE CORRIDOR |
| N/E | BEDFORD - MANCHESTER - LONDONDERRY | 11512I | 2008 | C | AIRPORT ACCESS ROAD | WIDEN FE EVERETT TPK & CONST ACCESS ROAD RAMPS WEST OF US 3 |
| N/E | BEDFORD / MANCHESTER / LONDONDERRY | 11512G | 2004 | R | VARIOUS | DEMOLITION OF THREE BUILDINGS INVOLVED IN THE AIRPORT ACCESS PROJECT; 1 IN BEDFORD & 2 IN MANCHESTER |
| N/E | BEDFORD-MANCHESTER-LONDONDERRY-MERRIMACK | 11512 | 2005 | R | AIRPORT ACCESS ROAD | IMPROVE ACCESS FROM F.E.E.T. TO MANCHESTER AIRPORT AND SURROUNDING AREA, PRELIMINARY DESIGN PREPARATION EIS FINAL DESIGN [ PE & ROW ] |
| ATT | BELMONT | 04-03TE | 2007 | P | LAKE WINNISQUAM SCENIC TRAIL | CONSTRUCT A MULTI-USE TRAIL (Segments 9 & 10 - Approx 1.7 Miles) FROM US 3 TO THE TOWN BEACH ("Winnisquam Lake Trail" - 5.2 Miles)[04-03TE] |
| ATT | BELMONT | 04-03TE | 2008 | C | LAKE WINNISQUAM SCENIC TRAIL | CONSTRUCT A MULTI-USE TRAIL (Segments 9 & 10 - Approx 1.7 Miles) FROM US 3 TO THE TOWN BEACH ("Winnisquam Lake Trail" - 5.2 Miles)[04-03TE] |
| ATT | BELMONT | 12792 | 2005 | P | NH 140 | UPGRADE FROM NORTHFIELD T/L THROUGH NH 106 |
| ATT | BELMONT | 12792 | 2006 | R | NH 140 | UPGRADE FROM NORTHFIELD T/L THROUGH NH 106 |
| ATT | BELMONT | 12792 | 2010 | R | NH 140 | UPGRADE FROM NORTHFIELD T/L THROUGH NH 106 |
| ATT | BELMONT | 12792 | 2012 | C | NH 140 | UPGRADE FROM NORTHFIELD T/L THROUGH NH 106 |
| ATT | BELMONT | 12916 | 2005 | P | US 3 / NH 11 | ADD TURN LANES, & NEW SIGNALS IN VICINITY OF THE BELKNAP MALL [US 3 Corridor Improvements] |
| ATT | BELMONT | 12916 | 2005 | R | US 3 / NH 11 | ADD TURN LANES, & NEW SIGNALS IN VICINITY OF THE BELKNAP MALL [US 3 Corridor Improvements] |
| ATT | BELMONT | 12916 | 2006 | P | US 3 / NH 11 | ADD TURN LANES, & NEW SIGNALS IN VICINITY OF THE BELKNAP MALL [US 3 Corridor Improvements] |

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|---|---|---|---|---|---|---|
| ATT | BELMONT | 12916 | 2006 | R | US 3 / NH 11 | ADD TURN LANES, & NEW SIGNALS IN VICINITY OF THE BELKNAP MALL [US 3 Corridor Improvements] |
| ATT | BELMONT | 12916 | 2006 | C | US 3 / NH 11 | ADD TURN LANES, & NEW SIGNALS IN VICINITY OF THE BELKNAP MALL [US 3 Corridor Improvements] |
| ATT | BELMONT | 14263 | 2005 | C | NH 106 & CONCORD ST | INTERSECTION IMPROVEMENT |
| ATT | BELMONT | 14285 | 2006 | C | SHAKER ROAD | BRIDGE REHABILITATION OVER PUMPING STATION BROOK - 098/062 |
| ATT | BELMONT - LACONIA | | 2008 | P | NH 106 | RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA |
| ATT | BELMONT - LACONIA | | 2010 | P | NH 106 | RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA |
| ATT | BELMONT - LACONIA | | 2012 | P | NH 106 | RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA |
| ATT | BELMONT - LACONIA | | 2012 | R | NH 106 | RECONSTRUCT FROM 0.4 MILES NORTH OF US 3 / NH 11 BYPASS SOUTHERLY INTO BELMONT SOUTH OF OPECHEE PLAZA |
| E-33 | BENNINGTON | 04-04TE | 2006 | P | VARIOUS | VILLAGE PEDESTRIAN IMPROVEMENTS: RECONSTRUCT APPROX. 2,800' OF ROADSIDE IN THE VILLAGE TO RESTORE DEFINITION OF PEDESTRIAN ACCESS BY WAY OF SIDEWALKS AND CROSSWALKS. RECONSTRUCT SIDEWALKS, DELINEATION OF ROADWAY AND PARKING WITH GRANITE CURBING. IMPROV |
| E-33 | BENNINGTON | 04-04TE | 2006 | R | VARIOUS | VILLAGE PEDESTRIAN IMPROVEMENTS: RECONSTRUCT APPROX. 2,800' OF ROADSIDE IN THE VILLAGE TO RESTORE DEFINITION OF PEDESTRIAN ACCESS BY WAY OF SIDEWALKS AND CROSSWALKS. RECONSTRUCT SIDEWALKS, DELINEATION OF ROADWAY AND PARKING WITH GRANITE CURBING. IMPROV |
| E-33 | BENNINGTON | 04-04TE | 2007 | R | VARIOUS | VILLAGE PEDESTRIAN IMPROVEMENTS: RECONSTRUCT APPROX. 2,800' OF ROADSIDE IN THE VILLAGE TO RESTORE DEFINITION OF PEDESTRIAN ACCESS BY WAY OF SIDEWALKS AND CROSSWALKS. RECONSTRUCT SIDEWALKS, DELINEATION OF ROADWAY AND PARKING WITH GRANITE CURBING. IMPROV |
| E-33 | BENNINGTON | 04-04TE | 2007 | C | VARIOUS | VILLAGE PEDESTRIAN IMPROVEMENTS: RECONSTRUCT APPROX. 2,800' OF ROADSIDE IN THE VILLAGE TO RESTORE DEFINITION OF PEDESTRIAN ACCESS BY WAY OF SIDEWALKS AND CROSSWALKS. RECONSTRUCT SIDEWALKS, DELINEATION OF ROADWAY AND PARKING WITH GRANITE CURBING. IMPROV |
| ATT | BERLIN | 12958 | 2005 | C | NH 110 | RECONSTRUCT GREEN STREET AND ST. LAWRENCE & ATLANTIC RR OVERPASS STRUCTURE |
| ATT | BERLIN | 12958B | 2005 | P | NH 110 | PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) |
| ATT | BERLIN | 12958B | 2005 | R | NH 110 | PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) |
| ATT | BERLIN | 12958B | 2006 | R | NH 110 | PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) |

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| ATT | BERLIN | 12958B | 2007 | C | NH 110 | PHASE 2 RECONSTRUCTION FROM FIRST AVENUE TO WIGHT STREET (APPROX.0.7 MILES) |
| ATT | BERLIN | 13886 | 2005 | C | HILLSIDE AVENUE | REPLACEMENT OF OLD SIDEWALKS [02-05TE] |
| ATT | BETHLEHEM | 13087 | 2005 | C | US 302 | CORRECTION OF TRAFFIC & PEDESTRIAN SAFETY DEFICIENCIES; INCLUDING SIDEWALKS, CURBING, CROSSWALKS, SIGNING, & LIGHTING IN THE CENTER OF TOWN [98-77TE] |
| ATT | BETHLEHEM | 14228 | 2009 | P | PROSPECT STREET | BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 071/137 |
| ATT | BETHLEHEM | 14228 | 2009 | R | PROSPECT STREET | BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 071/137 |
| ATT | BETHLEHEM | 14228 | 2009 | C | PROSPECT STREET | BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 071/137 |
| E-33 | BOSCAWEN | 04-06TE | 2007 | P | NORTH MAIN ST | KING ST SIDEWALK CONNECTOR: CONSTRUCT SIDEWALKS ALONG NORTH MAIN STREET FROM TERMINATION OF EXISTING SIDEWALK TO INTERSECTION OF US 3/4 AND FROM US 3/4 INTERSECTION TO RIVER ROAD CONNECTING WITH EXISTING SIDEWALK ON KING ST. PROVIDE PEDESTRIAN WALK SIG |
| E-33 | BOSCAWEN | 04-06TE | 2008 | C | NORTH MAIN ST | KING ST SIDEWALK CONNECTOR: CONSTRUCT SIDEWALKS ALONG NORTH MAIN STREET FROM TERMINATION OF EXISTING SIDEWALK TO INTERSECTION OF US 3/4 AND FROM US 3/4 INTERSECTION TO RIVER ROAD CONNECTING WITH EXISTING SIDEWALK ON KING ST. PROVIDE PEDESTRIAN WALK SIG |
| E-51 | BOSCAWEN | 13957 | 2005 | R | US 4 | RECONSTRUCT INTERSECTION @ GOODHUE ROAD AND RAYMOND ROAD |
| E-51 | BOSCAWEN | 13957 | 2007 | C | US 4 | RECONSTRUCT INTERSECTION @ GOODHUE ROAD AND RAYMOND ROAD |
| E-6 | BOSCAWEN | 14153 | 2005 | C | US 3 | REHABILITATE 80'L X 6'W X 6.5H RC BOX CULVERT APPROXIMATELY 1/4 MILE SOUTH OF MERRIMACK COUNTY COMPLEX |
| E-4 | BOSCAWEN - FRANKLIN | | 2004 | C | US 3 | CONSTRUCT 4' PAVED SHOULDERS FROM US 4 IN BOSCAWEN NORTH TO WEBSTER VALVE IN FRANKLIN |
| E-19 | BOW | 13714 | 2005 | C | GRANDVIEW ROAD | BRIDGE REHABILITATION OVER I-93 / FEE Tpk - 136/155 |
| N/E | BOW - CONCORD | 13742 | 2005 | P | I-93 | WIDEN FROM I-89 TO BETWEEN EXITS 15 AND 16 TO MATCH INTO EXISTING CONCORD PROJECT 11449 @ EXIT 16 |
| N/E | BOW - CONCORD | 13742 | 2008 | P | I-93 | WIDEN FROM I-89 TO BETWEEN EXITS 15 AND 16 TO MATCH INTO EXISTING CONCORD PROJECT 11449 @ EXIT 16 |
| N/E | BOW - CONCORD | 13742 | 2010 | R | I-93 | WIDEN FROM I-89 TO BETWEEN EXITS 15 AND 16 TO MATCH INTO EXISTING CONCORD PROJECT 11449 @ EXIT 16 |
| N/E | BOW - CONCORD | 13742 | 2011 | R | I-93 | WIDEN FROM I-89 TO BETWEEN EXITS 15 AND 16 TO MATCH INTO EXISTING CONCORD PROJECT 11449 @ EXIT 16 |
| N/E | BOW - CONCORD | 13742 | 2012 | R | I-93 | WIDEN FROM I-89 TO BETWEEN EXITS 15 AND 16 TO MATCH INTO EXISTING CONCORD PROJECT 11449 @ EXIT 16 |

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|---|---|---|---|---|---|---|
| E-19 | BRADFORD | 14127 | 2006 | R | JONES ROAD | BRIDGE REPLACEMENT OVER HOYT BROOK - 141/137 |
| E-19 | BRADFORD | 14127 | 2008 | C | JONES ROAD | BRIDGE REPLACEMENT OVER HOYT BROOK - 141/137 |
| E-19 | BRADFORD | 14284 | 2009 | P | WEST ROAD | BRIDGE REPLACEMENT OVER HOYT BROOK - 098/114 |
| E-19 | BRADFORD | 14284 | 2009 | R | WEST ROAD | BRIDGE REPLACEMENT OVER HOYT BROOK - 098/114 |
| E-19 | BRADFORD | 14284 | 2009 | C | WEST ROAD | BRIDGE REPLACEMENT OVER HOYT BROOK - 098/114 |
| | BRENTWOOD | 11533J | 2005 | R | PINE ROAD | CONDUCT BOUNDARY SURVEY FOR THE PINE ROAD WETLAND MITIGATION SITE, IN ORDER TO TRANSFER PROPERTY TO NHF&G |
| | BRISTOL | 14336 | 2005 | P | NH 104 | LEVEL & 1 1/2" OVERLAY FROM BAKER STREET EAST APPROX 3.6 MILES TO THE PEMIGEWASSET RIVER BRIDGE [Federal Resurfacing Program] |
| | BRISTOL | 14336 | 2006 | C | NH 104 | LEVEL & 1 1/2" OVERLAY FROM BAKER STREET EAST APPROX 3.6 MILES TO THE PEMIGEWASSET RIVER BRIDGE [Federal Resurfacing Program] |
| ATT | BRISTOL - NEW HAMPTON | 13573A | 2004 | P | CENTRAL STREET | BRIDGE REPLACEMENT OVER PEMIGEWASSET RIVER - 113/064 |
| ATT | BRISTOL - NEW HAMPTON | 13573A | 2005 | R | CENTRAL STREET | BRIDGE REPLACEMENT OVER PEMIGEWASSET RIVER - 113/064 |
| ATT | BRISTOL - NEW HAMPTON | 13573A | 2007 | C | CENTRAL STREET | BRIDGE REPLACEMENT OVER PEMIGEWASSET RIVER - 113/064 |
| ATT | CAMPTON | 12407 | 2005 | U | BLAIR ROAD | REHAB BRIDGE OVER PEMIGEWASSET RIVER - 117/076 |
| ATT | CANAAN | 13887 | 2005 | C | US 4 | VILLAGE REDEVELOPMENT PLAN: A) US4 - FOUR CORNERS TRAFFIC CALMING, PED. AND VEHICULAR SAFETY; B) DEPOT ST PED. AMENITIES & DESIGNATED PARKING SPACES; C) WILLIAMS FIELD PUBLIC PARKING, SCENIC IMPROVEMENT & FOOT/BIKE LINK TO DEPOT ST [02-10TE] |
| E-6 | CANDIA | 13987 | 2003 | C | DEPOT ROAD | CONSTRUCT DRAINAGE |
| E-6 | CANTERBURY | 13988 | 2003 | C | WEST ROAD | CONSTRUCT DRAINAGE |
| ATT | CENTER HARBOR | 13749 | 2003 | U | CENTER HARBOR NECK RD & HIGH HAITH RD | ROADWAY RECONSTRUCTION |
| ATT | CENTER HARBOR | 13749 | 2004 | U | CENTER HARBOR NECK RD & HIGH HAITH RD | ROADWAY RECONSTRUCTION |
| ATT | CENTER HARBOR | 13749 | 2005 | U | CENTER HARBOR NECK RD & HIGH HAITH RD | ROADWAY RECONSTRUCTION |
| ATT | CHARLESTOWN | | 2006 | P | NH 12 | RECONSTRUCTION FROM NH 12A TO WALPOLE T/L INCLUDING REMOVAL OF CONCRETE UNDERBASE, WIDEN/PAVE SHOULDERS ALONG THIS CORRIDOR, AND UPGRADE OF STORM DRAINAGE SYSTEM |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | CHARLESTOWN | | 2007 | R | NH 12 | RECONSTRUCTION FROM NH 12A TO WALPOLE T/L INCLUDING REMOVAL OF CONCRETE UNDERBASE, WIDEN/PAVE SHOULDERS ALONG THIS CORRIDOR, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | CHARLESTOWN | | 2008 | P | NH 12 | RECONSTRUCTION FROM NH 12A TO WALPOLE T/L INCLUDING REMOVAL OF CONCRETE UNDERBASE, WIDEN/PAVE SHOULDERS ALONG THIS CORRIDOR, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | CHARLESTOWN | | 2011 | R | NH 12 | RECONSTRUCTION FROM NH 12A TO WALPOLE T/L INCLUDING REMOVAL OF CONCRETE UNDERBASE, WIDEN/PAVE SHOULDERS ALONG THIS CORRIDOR, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | CHARLESTOWN | | 2012 | C | NH 12 | RECONSTRUCTION FROM NH 12A TO WALPOLE T/L INCLUDING REMOVAL OF CONCRETE UNDERBASE, WIDEN/PAVE SHOULDERS ALONG THIS CORRIDOR, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | CHARLESTOWN | 13534 | 2004 | U | FLING ROAD | REPLACE BRIDGE OVER CLAY BROOK - 155/062 |
| E-19 | CHESTER | 13696 | 2005 | C | FREMONT ROAD | BRIDGE REPLACEMENT OVER NORTH POND BROOK - 147/100 |
| E-6 | CHESTERFIELD | 13597 | 2005 | R | NH 63 | RECONSTRUCT TO IMPROVE SAFETY ADJACENT TO SPOFFORD LAKE |
| E-6 | CHESTERFIELD | 13597 | 2008 | C | NH 63 | RECONSTRUCT TO IMPROVE SAFETY ADJACENT TO SPOFFORD LAKE |
| ATT | CHICHESTER | 13922 | 2005 | P | US 4 / US 202 / NH 9 | INTERSECTION IMPROVEMENTS @ MAIN ST & HORSE CORNER ROAD |
| ATT | CHICHESTER | 13922 | 2005 | C | US 4 / US 202 / NH 9 | INTERSECTION IMPROVEMENTS @ MAIN ST & HORSE CORNER ROAD |
| E-19 | CHICHESTER | 14081 | 2005 | R | WEBSTER MILL ROAD | BRIDGE REPLACEMENT OVER SANBORN BROOK - 152/144 |
| E-19 | CHICHESTER | 14081 | 2007 | C | WEBSTER MILL ROAD | BRIDGE REPLACEMENT OVER SANBORN BROOK - 152/144 |
| E-6 | CHICHESTER | 14258 | 2004 | C | MAIN STREET | CONSTRUCT DRAINAGE |
| ATT | CLAREMONT | | 2005 | U | CLAREMONT AIRPORT | REMOVE CLOSED RUNWAY PAVEMENT/REPLACE WITH LOAM AND SEED (SOUTH) |
| ATT | CLAREMONT | | 2006 | U | CLAREMONT AIRPORT | TAXIWAY "C" EAST EDGE OF CLOSED RUNWAY 5/23 WITH LIGHTING, MARKINGS AND VAULT IMPROVEMENT |
| ATT | CLAREMONT | | 2007 | U | CLAREMONT AIRPORT | REMOVE CLOSED RUNWAY PAVEMENT/REPLACE WITH LOAM AND SEED (NORTH) |
| ATT | CLAREMONT | | 2007 | U | CLAREMONT AIRPORT | TAXIWAY "C" WEST EDGE OF TERMINAL APRON TO END OF RUNWAY 11 WITH LIGHTING, MARKINGS AND ELECTRICAL VAULT IMPROVEMENTS |
| ATT | CLAREMONT | | 2008 | U | CLAREMONT AIRPORT | UPGRADE RUNWAY SAFETY AREAS |
| ATT | CLAREMONT | | 2009 | U | CLAREMONT AIRPORT | OBSTRUCTION REMOVAL |
| ATT | CLAREMONT | | 2010 | U | CLAREMONT AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | CLAREMONT | | 2011 | U | CLAREMONT AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |

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|---|---|---|---|---|---|---|
| ATT | CLAREMONT | | 2012 | U | CLAREMONT AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | CLAREMONT | 13248 | 2006 | R | NH 12 | NORTH STREET INTERSECTION RELOCATION |
| ATT | CLAREMONT | 13248 | 2007 | P | NH 12 | NORTH STREET INTERSECTION RELOCATION |
| ATT | CLAREMONT | 13248 | 2007 | R | NH 12 | NORTH STREET INTERSECTION RELOCATION |
| ATT | CLAREMONT | 13248 | 2012 | C | NH 12 | NORTH STREET INTERSECTION RELOCATION |
| ATT | CLAREMONT | 13888 | 2005 | P | SUGAR RIVER PEDESTRIAN BRIDGE | PHASE 1 - CONNECT HISTORIC DOWNTOWN AND MILL DISTRICTS: CONSTRUCT A PED. BRIDGE, SIDEWALKS WITH GRANITE CURB ON SOUTH SIDE OF BRIDGE, & PED. LIGHTING WITH UNDERGROUND ELECTRIC SERVICE ON BOTH SIDES OF RIVER [02-12TE] |
| ATT | CLAREMONT | 13888 | 2005 | R | SUGAR RIVER PEDESTRIAN BRIDGE | PHASE 1 - CONNECT HISTORIC DOWNTOWN AND MILL DISTRICTS: CONSTRUCT A PED. BRIDGE, SIDEWALKS WITH GRANITE CURB ON SOUTH SIDE OF BRIDGE, & PED. LIGHTING WITH UNDERGROUND ELECTRIC SERVICE ON BOTH SIDES OF RIVER [02-12TE] |
| ATT | CLAREMONT | 13888 | 2006 | C | SUGAR RIVER PEDESTRIAN BRIDGE | PHASE 1 - CONNECT HISTORIC DOWNTOWN AND MILL DISTRICTS: CONSTRUCT A PED. BRIDGE, SIDEWALKS WITH GRANITE CURB ON SOUTH SIDE OF BRIDGE, & PED. LIGHTING WITH UNDERGROUND ELECTRIC SERVICE ON BOTH SIDES OF RIVER [02-12TE] |
| ATT | CLAREMONT | 14152 | 2003 | C | NH 12A | CONSTRUCT TWO 10' EXTENSIONS TO EXISTING 2' X 4.5' OLD STONE BOX CULVERT AND CONSTRUCT CONCRETE HEADERS APPROXIMATELY 1.5 MILES NORTH OF CHARLESTOWN T/L |
| ATT | CLAREMONT - NEWPORT | 10433 | 2005 | P | NH 11 & 103 | RECONSTRUCTION FROM URBAN COMPACT LINE TO KELLEYVILLE BRIDGE, APPROXIMATELY 3.8 MILES |
| ATT | CLAREMONT - NEWPORT | 10433 | 2007 | C | NH 11 & 103 | RECONSTRUCTION FROM URBAN COMPACT LINE TO KELLEYVILLE BRIDGE, APPROXIMATELY 3.8 MILES |
| ATT | CLARKSVILLE - PITTSBURG | 13028 | 2005 | P | NH 145 | REPLACE BRIDGE OVER CONNECTICUT RIVER - 090/121 |
| ATT | CLARKSVILLE - PITTSBURG | 13028 | 2005 | R | NH 145 | REPLACE BRIDGE OVER CONNECTICUT RIVER - 090/121 |
| ATT | CLARKSVILLE - PITTSBURG | 13028 | 2005 | C | NH 145 | REPLACE BRIDGE OVER CONNECTICUT RIVER - 090/121 |
| E-21 | COAST | | 2003 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2003 | U | COAST | PREVENTIVE MAINTENANCE |
| E-30 | COAST | | 2003 | U | COAST | PURCHASE REPLACEMENT & EXPANSION BUSES THAT ARE LESS THAN 30 FEET IN LENGTH |
| E-24 | COAST | | 2003 | U | COAST | MISC. SUPPORT EQUIPMENT |

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|---|---|---|---|---|---|---|
| E-28 | COAST | | 2003 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2003 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2003 | U | COAST | ADA OPERATIONS |
| E-25 | COAST | | 2003 | U | COAST | CAPITAL BUS EQUIPMENT |
| E-22 | COAST | | 2003 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2004 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2004 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2004 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2004 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2004 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2004 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2004 | U | COAST | CAPITAL PROGRAM |
| | COAST | | 2004 | U | COAST | LOCAL TRANSIT DEVELOPMENT: PROJECTS IN CITIES OF DOVER, PORTSMOUTH, AND SOMERSWORTH |
| E-21 | COAST | | 2005 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2005 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2005 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2005 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2005 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2005 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2005 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2006 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2006 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2006 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2006 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2006 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-21 | COAST | | 2006 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2006 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2007 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2007 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2007 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2007 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2007 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2007 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2007 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2008 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2008 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2008 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2008 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2008 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2008 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2008 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2009 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2009 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2009 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2009 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2009 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2009 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2009 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2010 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2010 | U | COAST | PREVENTIVE MAINTENANCE |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-24 | COAST | | 2010 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2010 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2010 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2010 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2010 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2011 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2011 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2011 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2011 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2011 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2011 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2011 | U | COAST | CAPITAL PROGRAM |
| E-21 | COAST | | 2012 | U | COAST | OPERATING ASSISTANCE |
| E-21 | COAST | | 2012 | U | COAST | PREVENTIVE MAINTENANCE |
| E-24 | COAST | | 2012 | U | COAST | MISC. SUPPORT EQUIPMENT |
| E-28 | COAST | | 2012 | U | COAST | MISC. BUS STATION EQUIPMENT |
| E-36 | COAST | | 2012 | U | COAST | GENERAL & COMPREHENSIVE PLANNING |
| E-21 | COAST | | 2012 | U | COAST | ADA OPERATIONS |
| E-22 | COAST | | 2012 | U | COAST | CAPITAL PROGRAM |
| ATT | COLEBROOK | | 2006 | U | BEAR ROCK ROAD | BRIDGE REPLACEMENT OVER WEST BRANCH MOHAWK RIVER - 167/120 |
| ATT | COLEBROOK | | 2006 | U | WASHBURN ROAD | BRIDGE REHABILITATION OVER MOHAWK RIVER - 188/063 |
| ATT | COLEBROOK | 13476 | 2008 | P | NH 26 | BRIDGE REHABILITATION OVER MOHAWK RIVER - 147/068 |
| ATT | COLEBROOK | 13476 | 2010 | R | NH 26 | BRIDGE REHABILITATION OVER MOHAWK RIVER - 147/068 |
| ATT | COLEBROOK | 13476 | 2012 | C | NH 26 | BRIDGE REHABILITATION OVER MOHAWK RIVER - 147/068 |

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|---|---|---|---|---|---|---|
| ATT | COLEBROOK | P2493C | 2005 | P | NH 26 | RECONSTRUCT FROM 3 MILES WEST OF DIXVILLE T/L EASTERLY 2.5 MILES TO INCLUDE REPLACEMENT OF BRIDGES: 202/059 OVER BALSAM POND OUTLET AND 201/062 & 177/068 OVER MOHAWK RIVER |
| ATT | COLEBROOK | P2493C | 2005 | R | NH 26 | RECONSTRUCT FROM 3 MILES WEST OF DIXVILLE T/L EASTERLY 2.5 MILES TO INCLUDE REPLACEMENT OF BRIDGES: 202/059 OVER BALSAM POND OUTLET AND 201/062 & 177/068 OVER MOHAWK RIVER |
| ATT | COLEBROOK | P2493C | 2007 | C | NH 26 | RECONSTRUCT FROM 3 MILES WEST OF DIXVILLE T/L EASTERLY 2.5 MILES TO INCLUDE REPLACEMENT OF BRIDGES: 202/059 OVER BALSAM POND OUTLET AND 201/062 & 177/068 OVER MOHAWK RIVER |
| | COLEBROOK | P2493D | 2005 | R | NH 26 | DEMOLITION OF 1.5 STORY WOOD FRAME RESIDENCE WITH ATTACHED SHED |
| ATT | COLUMBIA, NH - LEMINGTON, VT | 13815 | 2004 | P | COLUMBIA BRIDGE ROAD | COLUMBIA BRIDGE RD OVER CONNECTICUT RIVER - 077/140; BRIDGE REPAIRS BY DOT |
| ATT | COLUMBIA, NH - LEMINGTON, VT | 13815 | 2004 | C | COLUMBIA BRIDGE ROAD | COLUMBIA BRIDGE RD OVER CONNECTICUT RIVER - 077/140; BRIDGE REPAIRS BY DOT |
| DNA | CONCORD | | 2004 | U | CONCORD AIRPORT | PROPERTY ACQUISITION RUNWAY 17/35 (RUNWAY PROTECTION ZONE) |
| DNA | CONCORD | | 2005 | U | CONCORD AIRPORT | PROPERTY ACQUISITION RUNWAY 17/35 |
| DNA | CONCORD | | 2006 | U | CONCORD AIRPORT | RUNWAY 17/35 OBSTRUCTION REMOVAL |
| DNA | CONCORD | | 2007 | U | CONCORD AIRPORT | OVERLAY AND MARK TAXIWAY / OLD RUNWAY 3-21 |
| E-34 | CONCORD | | 2008 | P | I-393 | FEASIBILITY STUDY OF INTERCHANGE (EXIT 2 1/2) TO CONNECT I-393 TO STEEPLEGATE MALL |
| DNA | CONCORD | | 2008 | U | CONCORD AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| DNA | CONCORD | | 2009 | U | CONCORD AIRPORT | PARALLEL TAXIWAY FOR RUNWAY 12/30 |
| DNA | CONCORD | | 2010 | U | CONCORD AIRPORT | RUNWAY 17/35 OVERLAY |
| DNA | CONCORD | | 2011 | U | CONCORD AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| DNA | CONCORD | | 2012 | U | CONCORD AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| N/E | CONCORD | 04-10CM | 2007 | P | CENTRE, LIBERTY, & AUBURN ST | CONSTRUCT ROUNDABOUT AT INTERSECTION OF CENTRE, LIBERTY, & AUBURN ST. [04-10CM] |
| N/E | CONCORD | 04-10CM | 2007 | R | CENTRE, LIBERTY, & AUBURN ST | CONSTRUCT ROUNDABOUT AT INTERSECTION OF CENTRE, LIBERTY, & AUBURN ST. [04-10CM] |
| N/E | CONCORD | 04-10CM | 2008 | C | CENTRE, LIBERTY, & AUBURN ST | CONSTRUCT ROUNDABOUT AT INTERSECTION OF CENTRE, LIBERTY, & AUBURN ST. [04-10CM] |
| E-19 | CONCORD | 12004 | 2005 | P | SEWALLS FALLS ROAD | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 |

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|---|---|---|---|---|---|---|
| E-19 | CONCORD | 12004 | 2005 | R | SEWALLS FALLS ROAD | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 |
| E-19 | CONCORD | 12004 | 2006 | P | SEWALLS FALLS ROAD | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 |
| E-19 | CONCORD | 12004 | 2006 | R | SEWALLS FALLS ROAD | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 |
| E-19 | CONCORD | 12004 | 2007 | C | SEWALLS FALLS ROAD | REPLACE BRIDGE OVER MERRIMACK RIVER - 070/117 |
| N/E | CONCORD | 12669 | 2011 | P | SOUTH FRUIT STREET | EXPAND MEMORIAL FIELD PARKING LOT BY 120 SPACES, RECONSTRUCT SOUTH FRUIT STREET AND REALIGN DRIVES [96-31CM] |
| E-33 | CONCORD | 13481 | 2005 | C | | COMPLETE PEDESTRIAN CONNECTIONS FROM CONFERENCE CENTER TO MULTI-MODAL TRANSPORTATION CENTER & DOWNTOWN [00-16TE] |
| E-19 | CONCORD | 13694 | 2005 | C | COMMERCIAL STREET | BRIDGE REPLACEMENT OVER WATTANUMMON BROOK - 140/113 |
| N/E | CONCORD | 13860 | 2005 | P | LOUDON RD / PEMBROKE RD / OLD TPK RD | CONSTRUCT COMBINATION OF SIDEWALKS & BIKE PATHS ALONG WITH CURBING, DRAINAGE [02-03CM] |
| N/E | CONCORD | 13860 | 2005 | R | LOUDON RD / PEMBROKE RD / OLD TPK RD | CONSTRUCT COMBINATION OF SIDEWALKS & BIKE PATHS ALONG WITH CURBING, DRAINAGE [02-03CM] |
| N/E | CONCORD | 13860 | 2006 | C | LOUDON RD / PEMBROKE RD / OLD TPK RD | CONSTRUCT COMBINATION OF SIDEWALKS & BIKE PATHS ALONG WITH CURBING, DRAINAGE [02-03CM] |
| N/E | CONCORD | 13865 | 2005 | P | US 3 & VARIOUS | REHAB EXISTING SIDEWALKS TO ADA COMPLIANCE, INSTALL VERTICAL CURBING, & STORM DRAIN SYSTEMS;(FISHERVILLE RD/VILLAGE ST (US 3) FROM BOG RD NORTHERLY TO NEW PENACOOK ELEMENTARY SCHOOL & SECTIONS OF MANOR/BOROUGH/SEWALLS FALLS RDS & PENACOOK VILLAGE) [02-05C |
| N/E | CONCORD | 13865 | 2006 | C | US 3 & VARIOUS | REHAB EXISTING SIDEWALKS TO ADA COMPLIANCE, INSTALL VERTICAL CURBING, & STORM DRAIN SYSTEMS;(FISHERVILLE RD/VILLAGE ST (US 3) FROM BOG RD NORTHERLY TO NEW PENACOOK ELEMENTARY SCHOOL & SECTIONS OF MANOR/BOROUGH/SEWALLS FALLS RDS & PENACOOK VILLAGE) [02-05C |
| N/E | CONCORD | 13866 | 2006 | C | VARIOUS | ESTABLISH TROLLEY ROUTE FROM NH TECHNICAL INSTITUTE TO DOWNTOWN CONCORD & HOSPITAL AREA TO SERVE TECH STUDENTS EMPLOYEES, RESIDENTS, BUSINESSES, & VISITORS [02-06CM] |
| E-45 | CONCORD | 13889 | 2005 | C | | NORTH MAIN STREET;CAT BUS SHELTERS - EAGLE SQUARE & NH STATE HOUSE: DESIGN AND CONSTRUCT 2 BUS SHELTERS ON NORTH MAIN STREET, ONE IN FRONT OF NH STATE HOUSE AND A SECOND ONE ACROSS THE STREET IN FRONT OF THE HISTORIC EAGLE SQUARE HOTEL [02-14TE] |
| E-19 | CONCORD | 13942 | 2003 | P | MANCHESTER STREET | RECONSTRUCTION FROM GARVINS FALLS RD TO SOUTH OF AIRPORT RD |
| E-19 | CONCORD | 13942 | 2003 | R | MANCHESTER STREET | RECONSTRUCTION FROM GARVINS FALLS RD TO SOUTH OF AIRPORT RD |
| E-19 | CONCORD | 13942 | 2005 | C | MANCHESTER STREET | RECONSTRUCTION FROM GARVINS FALLS RD TO SOUTH OF AIRPORT RD |
| E-19 | CONCORD | 14171A | 2004 | C | US 202 | BRIDGE PAINTING OVER NH RR & CITY ROAD - 150/107 |

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|---|---|---|---|---|---|---|
| E-6 | CONCORD | 14257 | 2004 | C | NH 132 | CONSTRUCT DRAINAGE |
| | CONCORD | 14305 | 2005 | C | OLD TURNPIKE ROAD | PLACE CONDUIT FOR FUTURE ITS APPLICATIONS |
| | CONCORD | 80132R | 2005 | P | NH 106 (AKA SHEEP DAVIS ROAD) | DESIGN AND CONSTRUCTION OF THE INCIDENT MANAGEMENT CENTER |
| E-6 | CONCORD - LACONIA | 10672 | 2005 | R | NH 106 | ROADWAY RECONSTRUCTION & IMPROVEMENTS FROM I-393 INTERCHANGE TO THE LACONIA BYPASS |
| E-6 | CONCORD - NH HIGHWAY SAFETY AGENCY | 13812 | 2005 | P | | PURCHASE OF CAR FOR AGENCY COORDINATOR TO CARRY OUT THE GOALS OF THE NH HIGHWAY SAFETY AGENCY, INCLUDING THE REDUCTION OF MOTOR VEHICLE CRASHES THAT RESULT IN DEATHS, INJURIES AND PROPERTY DAMAGE |
| ATT | CONWAY | | 2007 | P | NH 16 | BRIDGE REHABILITATION OVER SACO RIVER - 170/071 |
| ATT | CONWAY | | 2008 | R | NH 16 | BRIDGE REHABILITATION OVER SACO RIVER - 170/071 |
| ATT | CONWAY | | 2010 | C | NH 16 | BRIDGE REHABILITATION OVER SACO RIVER - 170/071 |
| ATT | CONWAY | 11339B | 2004 | P | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339B | 2005 | P | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339B | 2005 | R | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339B | 2006 | P | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339B | 2006 | R | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339B | 2007 | P | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339B | 2007 | R | US 302 / NH 16 | DESIGN & ROW ACQUISITIONS OF THE US 302 / NH 16 CONWAY BYPASS PHASES TO PROVIDE CONGESTION RELIEF [PE & ROW Only; CONSTRUCTION BROKEN INTO OTHER 11339 PROJECTS] |
| ATT | CONWAY | 11339F | 2005 | C | CONWAY BYPASS | WETLAND MITIGATION AT PEQUAWKET POND |
| ATT | CONWAY | 11339I | 2004 | C | US 302 & NH 16 | WIDENING, PAVEMENT REHABILITATION & DRIVEWAY CONSOLIDATION |

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|---|---|---|---|---|---|---|
| ATT | CONWAY | 11339I | 2005 | C | US 302 & NH 16 | WIDENING, PAVEMENT REHABILITATION & DRIVEWAY CONSOLIDATION |
| ATT | CONWAY | 11339K | 2011 | C | NH 16 | CONWAY BYPASS - CONSTRUCTION OF NORTHERN SEGMENT |
| ATT | CONWAY | 11339L | 2012 | C | NH 16 | CONWAY BYPASS - CONSTRUCTION OF CENTRAL SEGMENT |
| ATT | CONWAY | 11339O | 2012 | C | NH 16 | CONWAY BYPASS - LANDSCAPE SOUTHERN SEGMENT |
| | CONWAY | 11339X | 2005 | R | 470 TASKER HILL ROAD | DEMOLITION OF 1 STORY WOOD FRAME RESIDENCE WITH ATTCHED PORCH |
| ATT | CONWAY | 13078 | 2005 | P | RIVER ROAD | CONSTRUCT 4' BIKE SHOULDER BETWEEN NH 16 & CATHEDRAL LEDGE ROAD (1.5 km) [98-81TE] |
| ATT | CONWAY | 13078 | 2005 | R | RIVER ROAD | CONSTRUCT 4' BIKE SHOULDER BETWEEN NH 16 & CATHEDRAL LEDGE ROAD (1.5 km) [98-81TE] |
| ATT | CONWAY | 13078 | 2006 | C | RIVER ROAD | CONSTRUCT 4' BIKE SHOULDER BETWEEN NH 16 & CATHEDRAL LEDGE ROAD (1.5 km) [98-81TE] |
| ATT | CONWAY | 14098 | 2004 | P | | REALIGN CHANNEL, RIP-RAP, STABILIZE BANKING ADJACENT TO BRIDGE OVER SACO RIVER - 064/050 |
| ATT | CONWAY | 14098 | 2004 | R | | REALIGN CHANNEL, RIP-RAP, STABILIZE BANKING ADJACENT TO BRIDGE OVER SACO RIVER - 064/050 |
| ATT | CONWAY | 14098 | 2005 | P | | REALIGN CHANNEL, RIP-RAP, STABILIZE BANKING ADJACENT TO BRIDGE OVER SACO RIVER - 064/050 |
| ATT | CONWAY | 14098 | 2006 | C | | REALIGN CHANNEL, RIP-RAP, STABILIZE BANKING ADJACENT TO BRIDGE OVER SACO RIVER - 064/050 |
| ATT | CONWAY | 14137 | 2004 | C | RIVER ROAD | REMOVAL OF RIVER LOGS AND DEBRIS, RIVER ROAD OVER SACO RIVER - 064/050 |
| ATT | CONWAY | 14137 | 2005 | C | RIVER ROAD | REMOVAL OF RIVER LOGS AND DEBRIS, RIVER ROAD OVER SACO RIVER - 064/050 |
| ATT | CONWAY | 14274 | 2005 | C | RIVER ROAD | INSTALLATION OF ALUMINUM BRIDGE & APPROACH RAIL - 064/050 |
| ATT | CORNISH | 14134 | 2005 | C | CORNISH TOLL BRIDGE | REPLACE DECKING OVER CONNECTICUT RIVER - 064/108 |
| ATT | CORNISH | 14210 | 2004 | C | NH 120 | DREDGE CHANNEL AND PLACE EROSION STONE ADJACENT TO GEER BROOK BRIDGE- 149/102l |
| ATT | DALTON | 11726 | 2008 | P | NH 142 (SCOTTS WEST) | RECONSTRUCT CROSSING & SIGNALS @ NH-VT RR - USDOT AAR #364-690J |
| ATT | DALTON | 11726 | 2009 | C | NH 142 (SCOTTS WEST) | RECONSTRUCT CROSSING & SIGNALS @ NH-VT RR - USDOT AAR #364-690J |
| ATT | DALTON | 11727 | 2008 | P | NH RTE 142 (SCOTTS EAST) | RECONSTRUCT CROSSING & SIGNALS @ NH-VT RR USDOT-AAR #364-688H |
| ATT | DALTON | 11727 | 2009 | C | NH RTE 142 (SCOTTS EAST) | RECONSTRUCT CROSSING & SIGNALS @ NH-VT RR USDOT-AAR #364-688H |
| E-52 | DANBURY | | 2007 | P | US 4 & NH 104 | INTERSECTION IMPROVEMENTS TO IMPROVE SIGHT DISTANCE, SAFETY AND TRAFFIC FLOW, AND PROVIDE PEDESTRIAN ACCESS AS NEEDED |

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|---|---|---|---|---|---|---|
| E-52 | DANBURY | | 2010 | P | US 4 & NH 104 | INTERSECTION IMPROVEMENTS TO IMPROVE SIGHT DISTANCE, SAFETY AND TRAFFIC FLOW, AND PROVIDE PEDESTRIAN ACCESS AS NEEDED |
| E-52 | DANBURY | | 2011 | P | US 4 & NH 104 | INTERSECTION IMPROVEMENTS TO IMPROVE SIGHT DISTANCE, SAFETY AND TRAFFIC FLOW, AND PROVIDE PEDESTRIAN ACCESS AS NEEDED |
| E-52 | DANBURY | | 2012 | R | US 4 & NH 104 | INTERSECTION IMPROVEMENTS TO IMPROVE SIGHT DISTANCE, SAFETY AND TRAFFIC FLOW, AND PROVIDE PEDESTRIAN ACCESS AS NEEDED |
| E-19 | DANBURY | 14171B | 2004 | C | US 4 | BRIDGE PAINTING OVER B&M RR - 156/104 |
| E-19 | DANVILLE | 13535 | 2004 | U | SANDOWN ROAD | REPLACE BRIDGE OVER EXETER RIVER - 047/126 |
| E-51 | DEERFIELD | 13947 | 2003 | U | NH 107 / NH 43 | INTERSECTION RECONSTRUCTION |
| E-52 | DERRY | | 2008 | P | NH 28 | INTERSECTION IMPROVEMENTS AT KILREA ROAD & WINDHAM DEPOT ROAD |
| E-52 | DERRY | | 2009 | P | NH 28 | INTERSECTION IMPROVEMENTS AT KILREA ROAD & WINDHAM DEPOT ROAD |
| E-52 | DERRY | | 2012 | R | NH 28 | INTERSECTION IMPROVEMENTS AT KILREA ROAD & WINDHAM DEPOT ROAD |
| E-51 | DERRY | 13249 | 2005 | R | NH 28 | INTERSECTION IMPROVEMENT @ NH 102 |
| E-51 | DERRY | 13249 | 2006 | C | NH 28 | INTERSECTION IMPROVEMENT @ NH 102 |
| N/E | DERRY | 13507 | 2005 | C | | BIKE PATH TO CONNECT CHESTER AND HAMPSTEAD TO DOWNTOWN LOOP [00-02CM] |
| E-19 | DERRY | 13648 | 2006 | U | BRADFORD STREET | BRIDGE REHABILITATION OR REPLACEMENT OVER TRIBUTARY 'G' (FUTURE BRIDGE - NUMBER NOT ASSIGNED YET) |
| E-19 | DERRY | 13650 | 2005 | U | FORDWAY ROAD | BRIDGE REHABILITATION OR REPLACEMENT OVER BEAVER BROOK - EXISTING BRIDGE 056/084 |
| E-19 | DERRY | 13651 | 2006 | U | SOUTH AVENUE | BRIDGE REHABILITATION OR REPLACEMENT OVER SHIELD BROOK- 066/092 |
| E-19 | DERRY | 13652 | 2006 | U | FLORENCE STREET | BRIDGE REHABILITATION OR REPLACEMENT OVER SHIELDS BROOK - 056/088 |
| E-10 | DERRY | 14192 | 2005 | C | NH 28 | RECONSTRUCTION FROM LINLEW DRIVE TO SKOBIE POND ROAD; (SAH Funding Capped Both Per Year And Grand Total [$700,000]) |
| E-10 | DERRY | 14192 | 2006 | C | NH 28 | RECONSTRUCTION FROM LINLEW DRIVE TO SKOBIE POND ROAD; (SAH Funding Capped Both Per Year And Grand Total [$700,000]) |
| E-10 | DERRY | 14192 | 2007 | C | NH 28 | RECONSTRUCTION FROM LINLEW DRIVE TO SKOBIE POND ROAD; (SAH Funding Capped Both Per Year And Grand Total [$700,000]) |
| N/E | DERRY / LONDONDERRY | 13065 | 2010 | C | I-93 | CONSTRUCTION OF EXIT 4A - NEW INTERCHANGE BETWEEN EXISTING EXIT 4 AND EXIT 5 TO: (1) RELIEVE TRAFFIC; (2) ALLOW ACCESS TO POTENTIAL DEVELOPMENT OF INDUSTRIAL LAND |
| ATT | DISTRICT 1 | 14217 | 2004 | C | VARIOUS | PURCHASE MATERIALS FOR BETTERMENT USE THROUGHOUT THE DISTRICT AREA |

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|---|---|---|---|---|---|---|
| ATT | DISTRICT 1 | 14217A | 2005 | C | VARIOUS | PURCHASE MATERIALS FOR HIGHWAY USE THROUGHOUT THE DISTRICT AREA |
| E-10 | DISTRICT 2 | 14218 | 2004 | C | VARIOUS | PURCHASE MATERIALS FOR BETTERMENT USE THROUGHOUT THE DISTRICT AREA |
| | DISTRICT 2 | 14218A | 2005 | C | VARIOUS | PURCHASE MATERIALS FOR HIGHWAY USE THROUGHOUT THE DISTRICT AREA |
| E-10 | DISTRICT 3 | 11663M | 2005 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING FY2005 |
| E-10 | DISTRICT 3 | 14219 | 2004 | C | VARIOUS | PURCHASE MATERIALS FOR BETTERMENT USE THROUGHOUT THE DISTRICT AREA |
| | DISTRICT 3 | 14219A | 2005 | C | VARIOUS | PURCHASE MATERIALS FOR HIGHWAY USE THROUGHOUT THE DISTRICT AREA |
| E-6 | DISTRICT 3 | 14279 | 2005 | C | NH 106 | REMEDIAL UNDERDRAIN AND RELATED WORK TO ADDRESS WATER BLEEDING UP THROUGH THE PAVEMENT IN VARIOUS LOCATIONS |
| E-10 | DISTRICT 3 | BET-RES | 2006 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS |
| E-10 | DISTRICT 4 | 11664M | 2005 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING FY2005 |
| E-10 | DISTRICT 4 | 14220 | 2004 | C | VARIOUS | PURCHASE MATERIALS FOR BETTERMENT USE THROUGHOUT THE DISTRICT AREA |
| | DISTRICT 4 | 14220A | 2005 | C | VARIOUS | PURCHASE MATERIALS FOR HIGHWAY USE THROUGHOUT THE DISTRICT AREA |
| E-10 | DISTRICT 4 | BET-RES | 2006 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS |
| E-10 | DISTRICT 5 | 11665M | 2005 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING FY2005 |
| E-10 | DISTRICT 5 | 14221 | 2004 | C | VARIOUS | PURCHASE MATERIALS FOR BETTERMENT USE THROUGHOUT THE DISTRICT AREA |
| | DISTRICT 5 | 14221A | 2005 | C | VARIOUS | PURCHASE MATERIALS FOR HIGHWAY USE THROUGHOUT THE DISTRICT AREA |
| E-10 | DISTRICT 5 | BET-RES | 2006 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS |
| E-10 | DISTRICT 6 | 11666M | 2005 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING FY2005 |
| E-10 | DISTRICT 6 | 14222 | 2004 | C | VARIOUS | PURCHASE MATERIALS FOR BETTERMENT USE THROUGHOUT THE DISTRICT AREA |
| | DISTRICT 6 | 14222A | 2005 | C | VARIOUS | PURCHASE MATERIALS FOR HIGHWAY USE THROUGHOUT THE DISTRICT AREA |
| E-10 | DISTRICT 6 | BET-RES | 2006 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS |
| E-10 | DISTRICTS | BET-FA* | 2003 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2004 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2005 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |

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|---|---|---|---|---|---|---|
| E-10 | DISTRICTS | BET-FA* | 2006 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2007 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2008 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2009 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2010 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2011 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-FA* | 2012 | C | VARIOUS | FORCE ACCOUNT WORK @ VARIOUS LOCATIONS (Annual Project) [Id 789] |
| E-10 | DISTRICTS | BET-RES* | 2008 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS (Annual Project) |
| E-10 | DISTRICTS | BET-RES* | 2009 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS (Annual Project) |
| E-10 | DISTRICTS | BET-RES* | 2010 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS (Annual Project) |
| E-10 | DISTRICTS | BET-RES* | 2011 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS (Annual Project) |
| E-10 | DISTRICTS | BET-RES* | 2012 | C | VARIOUS | RESURFACE @ VARIOUS LOCATIONS (Annual Project) |
| E-10 | DISTRICTS | BET-RL* | 2006 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-10 | DISTRICTS | BET-RL* | 2007 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-10 | DISTRICTS | BET-RL* | 2008 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-10 | DISTRICTS | BET-RL* | 2009 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-10 | DISTRICTS | BET-RL* | 2010 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-10 | DISTRICTS | BET-RL* | 2011 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-10 | DISTRICTS | BET-RL* | 2012 | C | VARIOUS | ROADWAY LEVELING @ VARIOUS LOCATIONS FOR NEXT FISCAL YEAR RESURFACING (Annual Project) [Id 792] |
| E-33 | DOVER | 12644 | 2005 | C | NH 108 | CONSTRUCT 3500' SIDEWALK FROM WEEKS CROSSING TO LONG HILL ROAD [96-28TE] |
| E-19 | DOVER | 13042 | 2005 | P | NH 9 | REPLACE BRIDGE OVER B&M RAILROAD - 109/106 |
| E-19 | DOVER | 13042 | 2005 | R | NH 9 | REPLACE BRIDGE OVER B&M RAILROAD - 109/106 |

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|---|---|---|---|---|---|---|
| E-19 | DOVER | 13042 | 2009 | C | NH 9 | REPLACE BRIDGE OVER B&M RAILROAD - 109/106 |
| E-33 | DOVER | 13089 | 2005 | C | SIDEWALK | CONSTRUCT NEW SIDEWALK (2000') IN HIGH DENSITY RESIDENTIAL / EMPLOYMENT CENTER AREA TO COMPLETE PREVIOUSLY APPROVED PROJECT [98-14TE] |
| E-33 | DOVER | 13482 | 2005 | R | NH 108 | CONSTRUCT BIKE PATH ALONG RAIL LINE FROM RAIL STATION TO NH 108 / BELLAMY PARK [00-20TE] |
| E-33 | DOVER | 13482 | 2005 | C | NH 108 | CONSTRUCT BIKE PATH ALONG RAIL LINE FROM RAIL STATION TO NH 108 / BELLAMY PARK [00-20TE] |
| E-19 | DOVER | 13796 | 2004 | P | WASHINGTON STREET | BRIDGE REHABILITATION OVER B&M RAILROAD - 120/118 |
| E-19 | DOVER | 13796 | 2004 | R | WASHINGTON STREET | BRIDGE REHABILITATION OVER B&M RAILROAD - 120/118 |
| E-19 | DOVER | 13796 | 2006 | C | WASHINGTON STREET | BRIDGE REHABILITATION OVER B&M RAILROAD - 120/118 |
| E-19 | DOVER | 13945 | 2005 | P | WASHINGTON STREET | BRIDGE REPLACEMENT OVER COCHECO RIVER - 136/123 (FUTURE) |
| E-19 | DOVER | 13945 | 2005 | R | WASHINGTON STREET | BRIDGE REPLACEMENT OVER COCHECO RIVER - 136/123 (FUTURE) |
| E-19 | DOVER | 13945 | 2007 | C | WASHINGTON STREET | BRIDGE REPLACEMENT OVER COCHECO RIVER - 136/123 (FUTURE) |
| N/E | DOVER | 14287 | 2005 | P | INDIAN BROOK DRIVE | CONSTRUCT PARK'N' RIDE FACILITY (APPROXIMATELY 280 SPACE) INCLUDING A TERMINAL BUILDING IN THE VICINITY OF EXIT 9 OF THE SPAULDING TURNPIKE [04-32CM] |
| N/E | DOVER | 14287 | 2005 | R | INDIAN BROOK DRIVE | CONSTRUCT PARK'N' RIDE FACILITY (APPROXIMATELY 280 SPACE) INCLUDING A TERMINAL BUILDING IN THE VICINITY OF EXIT 9 OF THE SPAULDING TURNPIKE [04-32CM] |
| N/E | DOVER | 14287 | 2006 | P | INDIAN BROOK DRIVE | CONSTRUCT PARK'N' RIDE FACILITY (APPROXIMATELY 280 SPACE) INCLUDING A TERMINAL BUILDING IN THE VICINITY OF EXIT 9 OF THE SPAULDING TURNPIKE [04-32CM] |
| N/E | DOVER | 14287 | 2006 | R | INDIAN BROOK DRIVE | CONSTRUCT PARK'N' RIDE FACILITY (APPROXIMATELY 280 SPACE) INCLUDING A TERMINAL BUILDING IN THE VICINITY OF EXIT 9 OF THE SPAULDING TURNPIKE [04-32CM] |
| N/E | DOVER | 14287 | 2006 | C | INDIAN BROOK DRIVE | CONSTRUCT PARK'N' RIDE FACILITY (APPROXIMATELY 280 SPACE) INCLUDING A TERMINAL BUILDING IN THE VICINITY OF EXIT 9 OF THE SPAULDING TURNPIKE [04-32CM] |
| DNA | DOVER - HAMPTON | 13728 | 2004 | P | TURNPIKE | RE-ROOFING OF THE TPK DOVER AND HAMPTON MAINTENANCE FACILITY GARAGE ROOFS TO MEET CURRENT SNOW LOAD CAPACITY REQUIREMENTS |
| DNA | DOVER - HAMPTON | 13728 | 2004 | C | TURNPIKE | RE-ROOFING OF THE TPK DOVER AND HAMPTON MAINTENANCE FACILITY GARAGE ROOFS TO MEET CURRENT SNOW LOAD CAPACITY REQUIREMENTS |

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|---|---|---|---|---|---|---|
| N/E | DOVER - ROCHESTER - SOMERSWORTH | | 2008 | P | NH 108 | WIDENING AND RECONST. FROM THE WEEKS CORNER INT. NORTH 4.8 MILES TO THE NH 108 INT. WITH GRANITE PARKWAY IN ROCHESTER AND WIDENING OF SIXTH ST. CONNECTOR BRIDGE OVER THE SPAULDING TPK AT EXIT 9 WITH NB OFF-RAMP RECONST. |
| N/E | DOVER - ROCHESTER - SOMERSWORTH | | 2011 | P | NH 108 | WIDENING AND RECONST. FROM THE WEEKS CORNER INT. NORTH 4.8 MILES TO THE NH 108 INT. WITH GRANITE PARKWAY IN ROCHESTER AND WIDENING OF SIXTH ST. CONNECTOR BRIDGE OVER THE SPAULDING TPK AT EXIT 9 WITH NB OFF-RAMP RECONST. |
| N/E | DOVER - ROCHESTER - SOMERSWORTH | | 2012 | R | NH 108 | WIDENING AND RECONST. FROM THE WEEKS CORNER INT. NORTH 4.8 MILES TO THE NH 108 INT. WITH GRANITE PARKWAY IN ROCHESTER AND WIDENING OF SIXTH ST. CONNECTOR BRIDGE OVER THE SPAULDING TPK AT EXIT 9 WITH NB OFF-RAMP RECONST. |
| N/E | DOVER - ROCHESTER - SOMERSWORTH | 11429 | 2005 | P | SPAULDING TURNPIKE | CONSTRUCTION OF EXIT 10 & EASTERLY CONNECTION (PRELIMINARY ENGINEERING & ROW ACQUISITIONS) |
| N/E | DOVER - ROCHESTER - SOMERSWORTH | 11429 | 2005 | R | SPAULDING TURNPIKE | CONSTRUCTION OF EXIT 10 & EASTERLY CONNECTION (PRELIMINARY ENGINEERING & ROW ACQUISITIONS) |
| N/E | DOVER - ROCHESTER - SOMERSWORTH | 11429 | 2006 | P | SPAULDING TURNPIKE | CONSTRUCTION OF EXIT 10 & EASTERLY CONNECTION (PRELIMINARY ENGINEERING & ROW ACQUISITIONS) |
| N/E | DOVER - ROCHESTER - SOMERSWORTH | 11429 | 2009 | R | SPAULDING TURNPIKE | CONSTRUCTION OF EXIT 10 & EASTERLY CONNECTION (PRELIMINARY ENGINEERING & ROW ACQUISITIONS) |
| E-51 | DOVER - SOMERSWORTH | 12608 | 2005 | P | NH 108 | ADD LEFT TURN LANE AT LONG HILL ROAD |
| E-51 | DOVER - SOMERSWORTH | 12608 | 2005 | R | NH 108 | ADD LEFT TURN LANE AT LONG HILL ROAD |
| E-51 | DOVER - SOMERSWORTH | 12608 | 2006 | C | NH 108 | ADD LEFT TURN LANE AT LONG HILL ROAD |
| E-6 | DUBLIN | 13784 | 2004 | C | NH 101 | WATER QUALITY, DRAINAGE, GUARDRAIL IMPROVEMENTS, FROM WEST ROAD, 0.75 MILES EASTERLY TO OLD HARRISVILLE ROAD, ADJACENT TO DUBLIN LAKE; PHASE1 |
| E-6 | DUBLIN | 13785 | 2005 | C | NH 101 | WATER QUALITY, DRAINAGE IMPROVEMENTS, GUARDRAIL IMPROVEMENTS, & PAVEMENT OVERLAY ADJACENT TO DUBLIN LAKE, FROM WEST RD TO 0.75 MILES EAST TO OLD HARRISVILLE ROAD (PHASE II) |
| E-33 | DUBLIN | 14318 | 2005 | P | NH 101 | IMPROVEMENTS WITHIN THE VILLAGE AREA TO ENHANCE PEDESTRIAN SAFETY THROUGH TRAFFIC CALMING [Section 115 - Designated Project NH027] |
| E-33 | DUBLIN | 14318 | 2005 | R | NH 101 | IMPROVEMENTS WITHIN THE VILLAGE AREA TO ENHANCE PEDESTRIAN SAFETY THROUGH TRAFFIC CALMING [Section 115 - Designated Project NH027] |
| E-33 | DUBLIN | 14318 | 2006 | C | NH 101 | IMPROVEMENTS WITHIN THE VILLAGE AREA TO ENHANCE PEDESTRIAN SAFETY THROUGH TRAFFIC CALMING [Section 115 - Designated Project NH027] |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-33 | DUBLIN | 14319 | 2005 | P | NH 101 / MAIN ST | PHASE 1: NH 101 PEDESTRIAN IMPROVEMENTS - CONSTRUCT 6,000' SIDEWALK ADJACENT TO MAIN ST. PHASE 1: PEDESTRIAN IMPROVEMENTS [04-11TE] |
| E-33 | DUBLIN | 14319 | 2006 | C | NH 101 / MAIN ST | PHASE 1: NH 101 PEDESTRIAN IMPROVEMENTS - CONSTRUCT 6,000' SIDEWALK ADJACENT TO MAIN ST. PHASE 1: PEDESTRIAN IMPROVEMENTS [04-11TE] |
| ATT | DUMMER - CAMBRIDGE - ERROL | | 2006 | P | NH 16 | WIDEN & REHABILITATE FROM ERROL SOUTHERLY 10 MILES |
| ATT | DUMMER - CAMBRIDGE - ERROL | | 2007 | P | NH 16 | WIDEN & REHABILITATE FROM ERROL SOUTHERLY 10 MILES |
| ATT | DUMMER - CAMBRIDGE - ERROL | | 2010 | P | NH 16 | WIDEN & REHABILITATE FROM ERROL SOUTHERLY 10 MILES |
| ATT | DUMMER - CAMBRIDGE - ERROL | | 2012 | R | NH 16 | WIDEN & REHABILITATE FROM ERROL SOUTHERLY 10 MILES |
| E-33 | DUNBARTON | 04-12TE | 2007 | P | NH 13 / SCHOOL ST / ROGERS RD | TOWN GREEN SAFETY IMPROVEMENT PLAN - REALIGN & CONSTRUCT SIDEWALKS ON ROBERTS ROGERS ROAD TO A "T" INTERSECTION WITH NH 13. CONSTRUCT SIDEWALKS ON ROGERS ROAD FROM ELEMENTARY SCHOOL TO TOWN HALL, COMMON AND LIBRARY AREAS. AND ON NH 13 & SCHOOL ST IN TO |
| E-33 | DUNBARTON | 04-12TE | 2008 | C | NH 13 / SCHOOL ST / ROGERS RD | TOWN GREEN SAFETY IMPROVEMENT PLAN - REALIGN & CONSTRUCT SIDEWALKS ON ROBERTS ROGERS ROAD TO A "T" INTERSECTION WITH NH 13. CONSTRUCT SIDEWALKS ON ROGERS ROAD FROM ELEMENTARY SCHOOL TO TOWN HALL, COMMON AND LIBRARY AREAS. AND ON NH 13 & SCHOOL ST IN TO |
| E-22 | DURHAM | | 2003 | U | | UNH - CLEAN CITIES COALITION; 'CNG' BUSES & FACILITIES |
| E-53 | DURHAM | | 2011 | P | US 4 / NH 108 | INTERCHANGE IMPROVEMENTS AND RECONFIGURATION INCLUDING THE INSTALLATION OF TRAFFIC SIGNALS, DEDICATED TURNING LANES, SIGNAGE, ETC. - PHASE 2 |
| N/E | DURHAM | 04-13CM | 2008 | P | UNH | PURCHASE CNG, ULSD/LOW EMISSION DIESEL OR ULSD/LOW EMISSION DIESEL HYBRID TRANSIT VEHICLES FOR REPLACEMENT OF EXISTING WILDCAT GAS/DIESEL TRANSIT VEHICLES AND EXPANSION OF TRANSIT FLEET. FUNDS FOR 3-4 FULL SIZE TRANSIT VEHICLES OR MIXED FLEET EQUIVALENT |
| E-33 | DURHAM | 04-13TE | 2008 | P | NH155 A / MAIN ST | NH 155A MAIN STREET IMPROVEMENTS - CONSTRUCT SIDEWALKS, MULTI-USE PATHS & BICYCLE SHOULDERS ALONG NH 155A FOR APPROXIMATELY 1.1 MILES APPROACHING THE UNH CAMPUS AND DOWNTOWN DURHAM [04-13TE] |
| E-33 | DURHAM | 04-13TE | 2009 | C | NH155 A / MAIN ST | NH 155A MAIN STREET IMPROVEMENTS - CONSTRUCT SIDEWALKS, MULTI-USE PATHS & BICYCLE SHOULDERS ALONG NH 155A FOR APPROXIMATELY 1.1 MILES APPROACHING THE UNH CAMPUS AND DOWNTOWN DURHAM [04-13TE] |
| E-28 | DURHAM | 04-15TE | 2008 | P | UNH RAIL STATION | UNH RAIL STATION RENOVATION - RENOVATE THE HISTORIC ELEMENTS OF THE DURHAM RAIL STATION AND RELATED ELEMENTS. RESTORE THE SIGNAL SEMAPHORE LOCATED ATOP THE STATION. LIMITED RESTORATION OF SLATE ROOF FINIALS AND SUPPORT STRUCTURE. REBUILD 2 EXISTING WO |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-28 | DURHAM | 04-15TE | 2009 | C | UNH RAIL STATION | UNH RAIL STATION RENOVATION - RENOVATE THE HISTORIC ELEMENTS OF THE DURHAM RAIL STATION AND RELATED ELEMENTS. RESTORE THE SIGNAL SEMAPHORE LOCATED ATOP THE STATION. LIMITED RESTORATION OF SLATE ROOF FINIALS AND SUPPORT STRUCTURE. REBUILD 2 EXISTING WO |
| N/E | DURHAM | 13867 | 2005 | P | MAIN STREET | RECONSTRUCT MAIN ST TO PERMIT BI-DIRECTION TRANSIT SHUTTLE SERVICE / PROJECT INCLUDES BIKE/PED SAFETY IMPROVEMENTS FROM WESTERN EDGE OF CAMPUS TO DOWNTOWN @ PETTEE BRK LN: CONSTRUCT OF TRANSIT PULL-OUTS, CENTRAL MEDIAN CREATION, DELINEATION OF XWALKS, LIG |
| N/E | DURHAM | 13867 | 2005 | R | MAIN STREET | RECONSTRUCT MAIN ST TO PERMIT BI-DIRECTION TRANSIT SHUTTLE SERVICE / PROJECT INCLUDES BIKE/PED SAFETY IMPROVEMENTS FROM WESTERN EDGE OF CAMPUS TO DOWNTOWN @ PETTEE BRK LN: CONSTRUCT OF TRANSIT PULL-OUTS, CENTRAL MEDIAN CREATION, DELINEATION OF XWALKS, LIG |
| N/E | DURHAM | 13867 | 2006 | C | MAIN STREET | RECONSTRUCT MAIN ST TO PERMIT BI-DIRECTION TRANSIT SHUTTLE SERVICE / PROJECT INCLUDES BIKE/PED SAFETY IMPROVEMENTS FROM WESTERN EDGE OF CAMPUS TO DOWNTOWN @ PETTEE BRK LN: CONSTRUCT OF TRANSIT PULL-OUTS, CENTRAL MEDIAN CREATION, DELINEATION OF XWALKS, LIG |
| N/E | DURHAM | 13868 | 2005 | P | | DEVELOPMENT OF EXPANDED OR REPLACE ACCESSIBLE RAIL PLATFORM, STATION BLDG EXT/INT RENOVATION TO INCLUDE DEDICATED INDOOR TRAVELER WAITING SPACE AND CONSTRUCT FULL INTERMODAL BUS ACCESS TO PLATFORM AREA. IMPROVED PED. ACCESS AROUND STATION AND/OR OVER TRA |
| N/E | DURHAM | 13868 | 2005 | R | | DEVELOPMENT OF EXPANDED OR REPLACE ACCESSIBLE RAIL PLATFORM, STATION BLDG EXT/INT RENOVATION TO INCLUDE DEDICATED INDOOR TRAVELER WAITING SPACE AND CONSTRUCT FULL INTERMODAL BUS ACCESS TO PLATFORM AREA. IMPROVED PED. ACCESS AROUND STATION AND/OR OVER TRA |
| N/E | DURHAM | 13868 | 2006 | C | | DEVELOPMENT OF EXPANDED OR REPLACE ACCESSIBLE RAIL PLATFORM, STATION BLDG EXT/INT RENOVATION TO INCLUDE DEDICATED INDOOR TRAVELER WAITING SPACE AND CONSTRUCT FULL INTERMODAL BUS ACCESS TO PLATFORM AREA. IMPROVED PED. ACCESS AROUND STATION AND/OR OVER TRA |
| N/E | DURHAM | 13869 | 2006 | P | | PURCHASE THREE 14 PASSENGER TRANSIT VEHICLE FOR EXPANSION OF UNH WILDCAT SHUTTLE SYSTEM BEYOND CORE CAMPUS AREAS [02-09CM] |
| N/E | DURHAM | 13869 | 2006 | C | | PURCHASE THREE 14 PASSENGER TRANSIT VEHICLE FOR EXPANSION OF UNH WILDCAT SHUTTLE SYSTEM BEYOND CORE CAMPUS AREAS [02-09CM] |
| E-33 | DURHAM - NEWMARKET | 13080 | 2005 | P | NH 108 | CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) [98-17TE] |
| E-33 | DURHAM - NEWMARKET | 13080 | 2005 | R | NH 108 | CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) [98-17TE] |
| E-33 | DURHAM - NEWMARKET | 13080 | 2009 | C | NH 108 | CONSTRUCT 4' BIKE SHOULDERS FROM OYSTER RIVER BRIDGE TO DAME ROAD AND SANBORN AVE IN NEWMARKET (3.4MI) [98-17TE] |
| N/E | DURHAM & SURROUNDING COMMUNITIES | 13870 | 2005 | C | | FUNDING FOR NON-TRANSIT (FLEET) VEHICLE INFRASTRUCTURE SHARE OF REGIONAL CNG FUELING STATION AND FUNDING FOR MARGINAL COST OF "CNG" ENGINES ON NEW FLEET VEHICLES (POLICE, SERVICE, ETC) [02-10CM] |

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|---|---|---|---|---|---|---|
| ATT | EATON | 14168 | 2005 | R | POTTER ROAD | BRIDGE REPLACEMENT OVER CONWAY LAKE - 072/137 |
| ATT | EATON | 14168 | 2008 | C | POTTER ROAD | BRIDGE REPLACEMENT OVER CONWAY LAKE - 072/137 |
| ATT | ELLSWORTH | 14276 | 2008 | P | WILLEY ROAD | BRIDGE REPLACEMENT OVER WEST BRANCH BROOK - 134/072 |
| ATT | ELLSWORTH | 14276 | 2008 | R | WILLEY ROAD | BRIDGE REPLACEMENT OVER WEST BRANCH BROOK - 134/072 |
| ATT | ELLSWORTH | 14276 | 2008 | C | WILLEY ROAD | BRIDGE REPLACEMENT OVER WEST BRANCH BROOK - 134/072 |
| ATT | ENFIELD | 04-16TE | 2007 | P | MAPLE ST | CONSTRUCT A SIDEWALK ALONG MAPLE STREET FROM US 4 TO THE INTERSECTION OF LARAMIE FARMS ACCESS ROAD PROVIDING CONNECTIVITY FROM THE NEIGHBORHOOD TO THE ENFIELD VILLAGE [04-16TE] |
| ATT | ENFIELD | 04-16TE | 2007 | R | MAPLE ST | CONSTRUCT A SIDEWALK ALONG MAPLE STREET FROM US 4 TO THE INTERSECTION OF LARAMIE FARMS ACCESS ROAD PROVIDING CONNECTIVITY FROM THE NEIGHBORHOOD TO THE ENFIELD VILLAGE [04-16TE] |
| ATT | ENFIELD | 04-16TE | 2008 | R | MAPLE ST | CONSTRUCT A SIDEWALK ALONG MAPLE STREET FROM US 4 TO THE INTERSECTION OF LARAMIE FARMS ACCESS ROAD PROVIDING CONNECTIVITY FROM THE NEIGHBORHOOD TO THE ENFIELD VILLAGE [04-16TE] |
| ATT | ENFIELD | 04-16TE | 2008 | C | MAPLE ST | CONSTRUCT A SIDEWALK ALONG MAPLE STREET FROM US 4 TO THE INTERSECTION OF LARAMIE FARMS ACCESS ROAD PROVIDING CONNECTIVITY FROM THE NEIGHBORHOOD TO THE ENFIELD VILLAGE [04-16TE] |
| ATT | ENFIELD | 12967 | 2005 | P | MAIN STREET & NH 4A | BRIDGE REPLACEMENT ON MAIN STREET OVER MASCOMA LAKE - 077/139; NH 4A, REHAB. PAVEMENT, ADD SHOULDERS, IMPROVE DRAINAGE |
| ATT | ENFIELD | 12967 | 2005 | R | MAIN STREET & NH 4A | BRIDGE REPLACEMENT ON MAIN STREET OVER MASCOMA LAKE - 077/139; NH 4A, REHAB. PAVEMENT, ADD SHOULDERS, IMPROVE DRAINAGE |
| ATT | ENFIELD | 12967 | 2008 | C | MAIN STREET & NH 4A | BRIDGE REPLACEMENT ON MAIN STREET OVER MASCOMA LAKE - 077/139; NH 4A, REHAB. PAVEMENT, ADD SHOULDERS, IMPROVE DRAINAGE |
| ATT | ENFIELD | 13185B | 2009 | C | NH 4A | REHABILITATE PAVEMENT, ADD SHOULDERS, AND IMPROVE SIGHT DISTANCE, BEGINNING 1 MILE SOUTHEAST OF US 4 AT THE LEBANON/ENFIELD TOWN LINE RUNNING SOUTHEAST .9 MILES |
| ATT | ENFIELD | 13185D | 2006 | C | NH 4A | REHABILITATE PAVEMENT, ADD SHOULDERS, AND IMPROVE DRAINAGE & SIGHT DISTANCE, BEGINNING 3.0 MILES SOUTHEAST OF US 4, SOUTHEAST 1.2 MILES |
| ATT | ENFIELD | 13592 | 2005 | C | SHAKER BOULEVARD | INSTALL TEMPORARY BRIDGE AND REPLACE BRIDGE OVER THE KNOX RIVER - 120/115 |
| ATT | ENFIELD | 14165 | 2004 | C | I-89 | BRIDGE REHABILITATION - 063/100; TWIN MULTIPLATES. INVERT AND HEADER INSTALLATION (Over Brook and ATV Trail) |
| ATT | ENFIELD | 14166 | 2004 | C | MAIN STREET | BRIDGE REHABILITATION - 079/153 |
| ATT | ENFIELD | 14270 | 2005 | P | MAIN STREET | PAINT BRIDGE OVER MASCOMA RIVER - 079/153 |

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|---|---|---|---|---|---|---|
| ATT | ENFIELD | 14270 | 2005 | C | MAIN STREET | PAINT BRIDGE OVER MASCOMA RIVER - 079/153 |
| ATT | ENFIELD - LEBANON | 13962 | 2005 | P | I-89 | REHAB FROM EXIT 15 TO EXIT 17 (4.0 MILES) |
| ATT | ENFIELD - LEBANON | 13962 | 2005 | R | I-89 | REHAB FROM EXIT 15 TO EXIT 17 (4.0 MILES) |
| ATT | ENFIELD - LEBANON | 13962 | 2007 | C | I-89 | REHAB FROM EXIT 15 TO EXIT 17 (4.0 MILES) |
| E-6 | EPPING | 13712 | 2007 | P | NH 125 | RECONSTRUCTION FROM BRENTWOOD T/L NORTH TO NH 87 |
| E-6 | EPPING | 13712 | 2010 | R | NH 125 | RECONSTRUCTION FROM BRENTWOOD T/L NORTH TO NH 87 |
| E-6 | EPPING | 13712 | 2012 | C | NH 125 | RECONSTRUCTION FROM BRENTWOOD T/L NORTH TO NH 87 |
| ATT | ERROL / JACKSON | 14149 | 2004 | C | NH 16 | REPAIR/EXTEND/REPLACE 2 BOX CULVERTS IN THE TOWN OF ERROL AND 6 BOX CULVERTS IN THE TOWN OF JACKSON |
| E-6 | EXETER | | 2006 | P | EPPING ROAD | IMPLEMENTATION OF ACCESS MANAGEMENT PLAN DEVELOPED BY EXETER TO LIKELY INCLUDE ROW ACQUISITIONS AND DRIVEWAY CONSOLIDATION |
| E-6 | EXETER | | 2008 | P | EPPING ROAD | IMPLEMENTATION OF ACCESS MANAGEMENT PLAN DEVELOPED BY EXETER TO LIKELY INCLUDE ROW ACQUISITIONS AND DRIVEWAY CONSOLIDATION |
| E-33 | EXETER | 13092 | 2005 | P | NH 27 | CONSTRUCT BIKE SHOULDERS [98-02TE] |
| E-33 | EXETER | 13092 | 2005 | R | NH 27 | CONSTRUCT BIKE SHOULDERS [98-02TE] |
| E-33 | EXETER | 13092 | 2005 | C | NH 27 | CONSTRUCT BIKE SHOULDERS [98-02TE] |
| N/E | EXETER | 13871 | 2005 | P | LINCOLN STREET | EXPAND EXISTING PASSENGER RAILROAD STATION PARKING AREA (PROJECT #10025A) FROM 78 TO 140 PARKING SPACES [02-13CM] |
| N/E | EXETER | 13871 | 2005 | R | LINCOLN STREET | EXPAND EXISTING PASSENGER RAILROAD STATION PARKING AREA (PROJECT #10025A) FROM 78 TO 140 PARKING SPACES [02-13CM] |
| N/E | EXETER | 13871 | 2006 | C | LINCOLN STREET | EXPAND EXISTING PASSENGER RAILROAD STATION PARKING AREA (PROJECT #10025A) FROM 78 TO 140 PARKING SPACES [02-13CM] |
| E-19 | EXETER | 14090A | 2006 | P | PARK STREET | BRIDGE REPLACEMENT OVER B&M RAILROAD - 088/076 |
| E-19 | EXETER | 14090A | 2006 | R | PARK STREET | BRIDGE REPLACEMENT OVER B&M RAILROAD - 088/076 |
| E-19 | EXETER | 14090A | 2007 | P | PARK STREET | BRIDGE REPLACEMENT OVER B&M RAILROAD - 088/076 |
| E-19 | EXETER | 14090A | 2008 | R | PARK STREET | BRIDGE REPLACEMENT OVER B&M RAILROAD - 088/076 |
| E-19 | EXETER | 14090A | 2009 | R | PARK STREET | BRIDGE REPLACEMENT OVER B&M RAILROAD - 088/076 |
| E-19 | EXETER | 14090A | 2010 | C | PARK STREET | BRIDGE REPLACEMENT OVER B&M RAILROAD - 088/076 |
| | FARMINGTON | 14129 | 2004 | C | WATSON CORNER ROAD | BRIDGE REHABILITATION OVER COCHECO RIVER - 121/141 [Emergency Repair] |

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|---|---|---|---|---|---|---|
| E-51 | FITZWILLIAM | 13919 | 2008 | P | NH 12 | RECONSTRUCT INTERSECTION @ NH 119 FOR SAFETY IMPROVEMENT |
| E-51 | FITZWILLIAM | 13919 | 2011 | R | NH 12 | RECONSTRUCT INTERSECTION @ NH 119 FOR SAFETY IMPROVEMENT |
| E-51 | FITZWILLIAM | 13919 | 2012 | C | NH 12 | RECONSTRUCT INTERSECTION @ NH 119 FOR SAFETY IMPROVEMENT |
| E-6 | FITZWILLIAM | 14017 | 2005 | C | NH 12 | HOLLMAN ROAD INTERSECTION IMPROVEMENT, MODIFY INTERSECTION TO A "T" INTERSECTION (RPC HIRI Project) |
| ATT | FRANCONIA - LITTLETON | | 2011 | P | I-93 | RECLAIM & 5 1/2 " HBP FROM THE FRANCONIA NOTCH TO NORTH OF EXIT 41 (9 Miles) |
| E-10 | FRANKLIN | 12938 | 2004 | C | NH 11 | COLD PLANE, RUBBILIZE, WIDEN SHOULDERS, 3" PAVE., AND NEW "T" INTERSECTION WITH NH 3A, FROM NH 3A WEST 1.1 MI |
| E-10 | FRANKLIN | 12938 | 2005 | C | NH 11 | COLD PLANE, RUBBILIZE, WIDEN SHOULDERS, 3" PAVE., AND NEW "T" INTERSECTION WITH NH 3A, FROM NH 3A WEST 1.1 MI |
| E-33 | FRANKLIN - NORTHFIELD - TILTON | 13484 | 2005 | C | US 3 & NH 11 | ALTERNATIVE TRANSPORTATION TRAIL ALONG US 3 & NH 11 CORRIDOR, CONNECTING 3 TOWNS [00-33TE] |
| E-33 | FRANKLIN - NORTHFIELD - TILTON | 13890 | 2005 | C | | WINNIPESAUKEE RIVER TRAIL PHASE 2: CONSTRUCT TRAIL FROM PARK STREET IN NORTHFIELD THROUGH TILTON AND CROSS OVER OF NH 140 IN TILTON AND THROUGH THE CORRIDOR TO THE BELMONT T/L [02-22TE] |
| N/E | FRANKLIN TO NORTHFIELD | | 2007 | P | | NEW CONNECTOR ROAD FROM NH 3A IN FRANKLIN TO EXIT 19 IN NORTHFIELD |
| ATT | GILFORD | | 2005 | U | LACONIA AIRPORT | RECONSTRUCT RUNWAY 8/26 |
| ATT | GILFORD | | 2005 | U | LACONIA AIRPORT | PURCHASE SNOW REMOVAL EQUIPMENT |
| ATT | GILFORD | | 2006 | R | LACONIA AIRPORT | EASEMENT ACQUISITION PHASE II - RUNWAY 8/26 |
| ATT | GILFORD | | 2007 | U | LACONIA AIRPORT | SECURITY/SAFETY FENCING- PHASE III |
| ATT | GILFORD | | 2008 | C | LACONIA AIRPORT | REHABILITATION / REPLACEMENT OF HAZARD BEACONS |
| ATT | GILFORD | | 2009 | C | LACONIA AIRPORT | CONSTRUCT TAXIWAY TO TERMINAL |
| ATT | GILFORD | | 2010 | C | LACONIA AIRPORT | CONSTRUCT PARKING LOT WITH ACCESS ROAD TO ITINERANT RAMP |
| ATT | GILFORD | | 2011 | U | LACONIA AIRPORT | EXPAND TERMINAL APRON |
| ATT | GILFORD | | 2011 | U | LACONIA AIRPORT | REHABILITATE TERMINAL APRON |
| ATT | GILFORD | | 2012 | C | LACONIA AIRPORT | EXPAND PARALLEL TAXIWAY |
| ATT | GILFORD | 14074 | 2006 | R | SCENIC DRIVE | BRIDGE REHABILITATION OVER POOR FARM BROOK - 114/147 |
| ATT | GILFORD | 14074 | 2007 | C | SCENIC DRIVE | BRIDGE REHABILITATION OVER POOR FARM BROOK - 114/147 |

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|---|---|---|---|---|---|---|
| ATT | GILMANTON | 13963 | 2004 | U | RIVER ROAD | BRIDGE REPLACEMENT OVER SUNCOOK RIVER - 136/041 |
| E-19 | GOFFSTOWN | 13686 | 2006 | U | MOUNTAIN ROAD | BRIDGE REPLACEMENT OVER WHITTLE BROOK - 085/100 |
| E-19 | GOFFSTOWN | 13687 | 2005 | U | HENRY BRIDGE ROAD | BRIDGE REPLACEMENT OVER HARRY BROOK - 137/107 |
| E-19 | GOFFSTOWN | 13695 | 2005 | U | MOUNTAIN ROAD | BRIDGE REPLACEMENT OVER WHITTLE BROOK - 085/098 |
| ATT | GORHAM | | 2006 | C | NH 16 | BRIDGE PAINTING OF STRUCTURAL STEEL OVER PEABODY RIVER - 092/058 |
| ATT | GORHAM | | 2008 | P | US 2 / NH 16 | INTERSECTION SAFETY IMPROVEMENTS (EASTERN INTERSECTION) |
| ATT | GORHAM | | 2009 | P | NH 16 | BRIDGE REPLACEMENT OVER PEABODY RIVER - 092/058 |
| ATT | GORHAM | | 2010 | P | US 2 / NH 16 | INTERSECTION SAFETY IMPROVEMENTS (EASTERN INTERSECTION) |
| ATT | GORHAM | | 2011 | P | NH 16 | BRIDGE REPLACEMENT OVER PEABODY RIVER - 092/058 |
| ATT | GORHAM | 04-20TE | 2006 | C | | RENOVATE AND CONVERT B&M DIESEL INTO A TOURIST ATTRACTION AND MUSEUM / THEATER: RESTORE THE OUTSIDE SHELL OF THE LOCOMOTIVE TO HISTORICAL ACCURACY. INSIDE CREATE A DISPLAY AND LITTLE THEATER WHERE SLIDE SHOW / MOVIE COULD BE PLAYED. THE GOAL IS TO PRO |
| ATT | GORHAM | 10438 | 2006 | P | NH 16 | RECONSTRUCT FROM JUST NORTH OF MARTINS LOCATION NORTH 1.1 MILES |
| ATT | GORHAM | 10438 | 2007 | R | NH 16 | RECONSTRUCT FROM JUST NORTH OF MARTINS LOCATION NORTH 1.1 MILES |
| ATT | GORHAM | 10438 | 2012 | C | NH 16 | RECONSTRUCT FROM JUST NORTH OF MARTINS LOCATION NORTH 1.1 MILES |
| ATT | GORHAM | 12279 | 2005 | C | MULTI-MODAL ROUTE | CONSTRUCT MULTI-MODAL ROUTE THROUGH TOWN FOR BICYCLES AND CONNECTION TO OTHER TRAILS AND AIRPORT [94-22TE] |
| ATT | GORHAM | 13094 | 2005 | C | MULTI-MODAL ROUTE | CONSTRUCT PHASE 2 OF ROUTE; CONNECTS NH 16 AND US 2; SERVES AS BIKE EMERGENCY BYPASS & CONNECTOR TO OTHER RECREATIONAL TRAILS [98-71TE] |
| ATT | GORHAM | 14167 | 2004 | C | NH 16 | BRIDGE REHABILITATION OVER PEABODY RIVER - 092/058 |
| ATT | GORHAM - SHELBURNE | | 2004 | C | US 2 | CONSTRUCT 5' SHOULDERS, 1.4 MILES WEST OF NH 16 TO A POINT 4 MILES EAST OF GORHAM - SHELBURNE T/L (EXCLUDING GORHAM MAIN STREET) |
| ATT | GRAFTON - CANAAN | 13852 | 2003 | C | US 4 | CONSTRUCT APPROXIMATELY 10 MILES OF PAVED SHOULDERS; TWO SECTIONS IN THE TOWN OF CANAAN AND ONE SECTION IN THE TOWN OF GRAFTON |
| E-8 | GREENFIELD | 13140 | 2008 | C | NH 136 | RECONSTRUCT CROSSING, APPROACHES AND NEW CROSS BUCKS @ STATE RR USDOT- AAR #844-319M |
| E-9 | GREENFIELD | 14211 | 2004 | C | STATE PARK | CONSTRUCT CHAIN LINK SECURITY FENCE AT PROPERTY LINE WITH 409 SHED--FOR SECURITY REASONS. TO ADDRESS POTENTIAL SAFETY PROBLEMS FOR PARK PATRONS |
| E-51 | GREENLAND | | 2007 | P | NH 33 | INTERSECTION IMPROVEMENTS @ OCEAN ROAD, ADDING ADDITIONAL TURNING AND THROUGH LANES |

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|---|---|---|---|---|---|---|
| E-51 | GREENLAND | | 2010 | P | NH 33 | INTERSECTION IMPROVEMENTS @ OCEAN ROAD, ADDING ADDITIONAL TURNING AND THROUGH LANES |
| E-51 | GREENLAND | | 2012 | R | NH 33 | INTERSECTION IMPROVEMENTS @ OCEAN ROAD, ADDING ADDITIONAL TURNING AND THROUGH LANES |
| E-10 | GREENVILLE - NEW IPSWICH | S3168 | 2011 | P | NH 124 | RECONSTRUCT FROM MASCENIC REGIONAL SCHOOL SOUTHERLY - 1.4 MILES |
| E-10 | GREENVILLE - NEW IPSWICH | S3168 | 2011 | R | NH 124 | RECONSTRUCT FROM MASCENIC REGIONAL SCHOOL SOUTHERLY - 1.4 MILES |
| E-10 | GREENVILLE - NEW IPSWICH | S3168 | 2012 | P | NH 124 | RECONSTRUCT FROM MASCENIC REGIONAL SCHOOL SOUTHERLY - 1.4 MILES |
| | GUARDRAIL REPAIR 1 | 14308 | 2004 | C | VARIOUS | REPAIR OF GUARDRAIL AND APPURTENANCES AT ACCIDENT LOCATIONS ON HIGHWAYS IN DISTRICTS 1,3,5 AND 6 [Federal Aid Guardrail Improvement Program] |
| | GUARDRAIL REPAIR 2 | 14309 | 2004 | C | VARIOUS | REPAIR OF GUARDRAIL AND APPURTENANCES AT ACCIDENT LOCATIONS ON HIGHWAYS IN DISTRICT 5 [Federal Aid Guardrail Improvement Program] |
| | GUARDRAIL REPAIR 3 | 14310 | 2004 | C | VARIOUS | REPAIR OF GUARDRAIL AND APPURTENANCES AT ACCIDENT LOCATIONS ON HIGHWAYS IN DISTRICTS 2 AND 5 [Federal Aid Guardrail Improvement Program] |
| E-19 | HAMPTON | 13676B | 2005 | C | NH 1A | REMOVAL OF LEAD PAINT & COMPLETE REPAINTING OF BASCULE SPAN OF HAMPTON RIVER BRIDGE - 235/025 |
| E-33 | HAMPTON | 13891 | 2005 | P | HIGH ST / TOWLE AVE / WINNACUNNET RD | PHASE 3 OF NORTH HAMPTON, HAMPTON AND EXETER REGIONAL BIKE LOOP: CONSTRUCT 4' SHOULDERS AND PAVEMENT MARKINGS FROM US 1 ALONG HIGH STREET, TOWLE AVENUE, AND WINNACUNNET ROAD TO NH 1A [02-23TE] |
| E-33 | HAMPTON | 13891 | 2005 | R | HIGH ST / TOWLE AVE / WINNACUNNET RD | PHASE 3 OF NORTH HAMPTON, HAMPTON AND EXETER REGIONAL BIKE LOOP: CONSTRUCT 4' SHOULDERS AND PAVEMENT MARKINGS FROM US 1 ALONG HIGH STREET, TOWLE AVENUE, AND WINNACUNNET ROAD TO NH 1A [02-23TE] |
| E-33 | HAMPTON | 13891 | 2006 | C | HIGH ST / TOWLE AVE / WINNACUNNET RD | PHASE 3 OF NORTH HAMPTON, HAMPTON AND EXETER REGIONAL BIKE LOOP: CONSTRUCT 4' SHOULDERS AND PAVEMENT MARKINGS FROM US 1 ALONG HIGH STREET, TOWLE AVENUE, AND WINNACUNNET ROAD TO NH 1A [02-23TE] |
| E-34 | HAMPTON | 13930 | 2003 | P | NH 27 | OVER B&M RR - 162/142 (Engineering Study) |
| E-19 | HAMPTON | 13930A | 2005 | P | NH 27 | BRIDGE REHABILITATION OVER B&M RR - 162/142 |
| E-19 | HAMPTON | 13930A | 2005 | R | NH 27 | BRIDGE REHABILITATION OVER B&M RR - 162/142 |
| E-19 | HAMPTON | 13930A | 2005 | C | NH 27 | BRIDGE REHABILITATION OVER B&M RR - 162/142 |
| E-38 | HAMPTON | 14089 | 2004 | C | BLUE STAR TPK | TOLL PLAZA; PREPARATION OF A GROUNDWATER MANAGEMENT PLAN |
| E-19 | HAMPTON | 14188 | 2005 | P | NH 1A | BRIDGE REHABILITATION REPLACING DECK AND FENDER SYSTEM OVER HAMPTON RIVER - 235/025 |

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|---|---|---|---|---|---|---|
| E-19 | HAMPTON | 14188 | 2005 | R | NH 1A | BRIDGE REHABILITATION REPLACING DECK AND FENDER SYSTEM OVER HAMPTON RIVER - 235/025 |
| E-19 | HAMPTON | 14188 | 2007 | C | NH 1A | BRIDGE REHABILITATION REPLACING DECK AND FENDER SYSTEM OVER HAMPTON RIVER - 235/025 |
| N/E | HAMPTON | 14281 | 2005 | C | I-95 | HAMPTON TOLL PLAZA, 2004 SECOND YEAR ONE-WAY TOLL TEST, SOUTHBOUND TOLL TEST |
| DNA | HAMPTON - DOVER - ROCHESTER | 13729 | 2003 | P | TURNPIKE | HAMPTON MAINTENANCE FACILITY - DOVER AND ROCHESTER TOLL PLAZAS - H.V.A.C. REPLACEMENTS |
| DNA | HAMPTON - DOVER - ROCHESTER | 13729 | 2003 | C | TURNPIKE | HAMPTON MAINTENANCE FACILITY - DOVER AND ROCHESTER TOLL PLAZAS - H.V.A.C. REPLACEMENTS |
| N/E | HAMPTON - NORTH HAMPTON | 13760 | 2004 | R | I-95 | WIDEN HAMPTON RAMP TOLL PLAZA TO 8 COLLECTION LANES INCLUDING ROADWAY APPROACH & DEPARTURE WIDENING TO ACCOMMODATE INCREASED TRAFFIC DEMANDS AND INCLUDING BRIDGE WORK AND INSTALL EMERGENCY REFERENCE MARKERS FROM MASS S/L TO MAINE S/L |
| E-19 | HANCOCK | 13778 | 2009 | C | NH 137 | REHABILITATE BRIDGE OVER MOOSE BROOK - 138/110 |
| E-19 | HANCOCK | 14236 | 2009 | P | OLD ANTRIM ROAD | BRIDGE REPLACEMENT OVER MOOSE BROOK - 125/115 |
| E-19 | HANCOCK | 14236 | 2009 | R | OLD ANTRIM ROAD | BRIDGE REPLACEMENT OVER MOOSE BROOK - 125/115 |
| E-19 | HANCOCK | 14236 | 2009 | C | OLD ANTRIM ROAD | BRIDGE REPLACEMENT OVER MOOSE BROOK - 125/115 |
| ATT | HANOVER | 13935 | 2005 | P | NH 10 | REPLACEMENT OF BRIDGE OVER MINK BROOK - 040/043 |
| ATT | HANOVER | 13935 | 2005 | C | NH 10 | REPLACEMENT OF BRIDGE OVER MINK BROOK - 040/043 |
| ATT | HARTS LOCATION | | 2008 | P | US 302 | REHABILITATE & UPGRADE FROM CARROLL/HARTS LOCATION T/L EASTERLY APPROX. 1.5 MILES |
| ATT | HARTS LOCATION | | 2011 | P | US 302 | REHABILITATE & UPGRADE FROM CARROLL/HARTS LOCATION T/L EASTERLY APPROX. 1.5 MILES |
| ATT | HARTS LOCATION | | 2012 | R | US 302 | REHABILITATE & UPGRADE FROM CARROLL/HARTS LOCATION T/L EASTERLY APPROX. 1.5 MILES |
| ATT | HARTS LOCATION | 13990 | 2003 | C | US 302 | STABILIZE SACO RIVER EMBANKMENT WITH RIP RAP |
| ATT | HAVERHILL | 13487 | 2005 | C | NH 116 | CONSTRUCT SIDEWALK ALONG NH 116 FOR 4,600' FROM MIDDLE SCHOOL TO VILLAGE OF NORTH HAVERHILL [00-37TE] |
| ATT | HAVERHILL | 13907 | 2005 | C | FOREST STREET | CONSTRUCT 2800 LF OF SIDEWALK IN THE VILLAGE OF WOODSVILLE [02-64TE] |
| ATT | HAVERHILL | 13975 | 2004 | U | CLARK POND ROAD | RECONSTRUCTION BETWEEN NH 116 AND NH 10 |
| ATT | HAVERHILL | 14154 | 2004 | C | NH 10 | RECONSTRUCT STEEP EMBANKMENT APPROXIMATELY ONE MILE SOUTH OF NH 116 |

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|---|---|---|---|---|---|---|
| ATT | HAVERHILL - BATH | 10436 | 2006 | P | US 302 | RECONSTRUCTION FROM JUNCTION @ NH 10 NORTHERLY APPROXIMATELY 1.8 MILES |
| ATT | HAVERHILL - BATH | 10436 | 2007 | R | US 302 | RECONSTRUCTION FROM JUNCTION @ NH 10 NORTHERLY APPROXIMATELY 1.8 MILES |
| ATT | HAVERHILL - BATH | 10436 | 2009 | C | US 302 | RECONSTRUCTION FROM JUNCTION @ NH 10 NORTHERLY APPROXIMATELY 1.8 MILES |
| | HAVERHILL - BATH | 13095B | 2005 | C | NH 135 | HISTORIC ENHANCEMENTS & STRUCTURAL REHABILITATION OF THE WOODSVILLE COVERED BRIDGE OVER AMMONOOSUC RIVER - 072/063 |
| ATT | HAVERHILL, NH - NEWBURY, VT | | 2006 | C | NEWBURY ROAD | BRIDGE PAINTING OF STRUCTURAL STEEL OVER CONNECTICUT RIVER - 099/149 |
| ATT | HEBRON | 14261 | 2009 | C | BRALEY ROAD | REPLACE BRIDGE OVER COCKERMOUTH RIVER - 097/105 |
| | HENNIKER | 14106 | 2005 | P | RAMSDELL ROAD | BRIDGE REHABILITATION OVER CONTOOCOOK RIVER - 123/106 |
| | HENNIKER | 14106 | 2005 | R | RAMSDELL ROAD | BRIDGE REHABILITATION OVER CONTOOCOOK RIVER - 123/106 |
| | HENNIKER | 14106 | 2007 | C | RAMSDELL ROAD | BRIDGE REHABILITATION OVER CONTOOCOOK RIVER - 123/106 |
| | HILL | 14278 | 2009 | P | BOROUGH ROAD | BRIDGE REHABILITATION OVER SMITH RIVER - 130/165 |
| | HILL | 14278 | 2009 | R | BOROUGH ROAD | BRIDGE REHABILITATION OVER SMITH RIVER - 130/165 |
| | HILL | 14278 | 2009 | C | BOROUGH ROAD | BRIDGE REHABILITATION OVER SMITH RIVER - 130/165 |
| E-45 | HILLSBOROUGH | 13892 | 2005 | P | CENTRAL SQUARE | PEDESTRIAN IMPROVEMENTS AT CENTRAL SQUARE (5 POINT INTERSECTION) [02-24TE] (Brick & mortar construction to improve appearance & function of Central Square and to also bring the pedestrian facilities into complicance with the American Disabilities Act) |
| E-45 | HILLSBOROUGH | 13892 | 2005 | C | CENTRAL SQUARE | PEDESTRIAN IMPROVEMENTS AT CENTRAL SQUARE (5 POINT INTERSECTION) [02-24TE] (Brick & mortar construction to improve appearance & function of Central Square and to also bring the pedestrian facilities into complicance with the American Disabilities Act) |
| E-45 | HILLSBOROUGH | 13893 | 2005 | P | US 202 / NH 9 | STONE ARCH BRIDGE ENHANCEMENT PROJECT: SW & SE CORNERS OF THE INTERSECTION OF NH 9 / US 202: CONSTRUCT VISITOR'S KIOSK & SMALL PARKING AREA (6 SPACES), NEW TOP SURFACE FOR BRIDGE, PED/BIKE TRAILS LINKING SITE TO SURROUNDING BUSINESSES, CAUSEWAY FROM STON |
| E-45 | HILLSBOROUGH | 13893 | 2005 | R | US 202 / NH 9 | STONE ARCH BRIDGE ENHANCEMENT PROJECT: SW & SE CORNERS OF THE INTERSECTION OF NH 9 / US 202: CONSTRUCT VISITOR'S KIOSK & SMALL PARKING AREA (6 SPACES), NEW TOP SURFACE FOR BRIDGE, PED/BIKE TRAILS LINKING SITE TO SURROUNDING BUSINESSES, CAUSEWAY FROM STON |
| E-45 | HILLSBOROUGH | 13893 | 2006 | C | US 202 / NH 9 | STONE ARCH BRIDGE ENHANCEMENT PROJECT: SW & SE CORNERS OF THE INTERSECTION OF NH 9 / US 202: CONSTRUCT VISITOR'S KIOSK & SMALL PARKING AREA (6 SPACES), NEW TOP SURFACE FOR BRIDGE, PED/BIKE TRAILS LINKING SITE TO SURROUNDING BUSINESSES, CAUSEWAY FROM STON |

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|---|---|---|---|---|---|---|
| E-6 | HINSDALE | | 2007 | P | NH 63 | RECONSTRUCT TO IMPROVE SAFETY AND CONGESTION @ ASHUELOT RR OVERPASS CROSSING |
| E-6 | HINSDALE | | 2009 | P | NH 63 | RECONSTRUCT TO IMPROVE SAFETY AND CONGESTION @ ASHUELOT RR OVERPASS CROSSING |
| E-6 | HINSDALE | | 2011 | R | NH 63 | RECONSTRUCT TO IMPROVE SAFETY AND CONGESTION @ ASHUELOT RR OVERPASS CROSSING |
| E-19 | HINSDALE, NH - BRATTLEBORO, VT | 12210 | 2005 | P | NH 119 | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM |
| E-19 | HINSDALE, NH - BRATTLEBORO, VT | 12210 | 2005 | R | NH 119 | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM |
| E-19 | HINSDALE, NH - BRATTLEBORO, VT | 12210 | 2006 | P | NH 119 | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM |
| E-19 | HINSDALE, NH - BRATTLEBORO, VT | 12210 | 2006 | R | NH 119 | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM |
| E-19 | HINSDALE, NH - BRATTLEBORO, VT | 12210 | 2009 | R | NH 119 | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM |
| E-19 | HINSDALE, NH - BRATTLEBORO, VT | 12210 | 2010 | C | NH 119 | REPLACE 2 BRIDGES OVER CONNECTICUT RIVER - 041/040 & 042/044, BY CONSTRUCTING A NEW BRIDGE 043/044 JUST DOWNSTREAM |
| ATT | HOLDERNESS | 13098 | 2005 | C | US 3 / NH 113 | CONSTRUCT APPROX. 3600' SIDEWALK WITHIN VILLAGE; INCLUDES 4' PAVED SURFACE & DRAINAGE [98-41TE] |
| ATT | HOLDERNESS - PLYMOUTH | 11849 | 2005 | R | NH 175A | REPLACE BRIDGE (BRIDGE ST) OVER PEMI RIVER - 046/139 & APPROACHES & WORK ON RR CROSSING @ US DOT-AAR #845-516E |
| ATT | HOLDERNESS - PLYMOUTH | 11849 | 2005 | C | NH 175A | REPLACE BRIDGE (BRIDGE ST) OVER PEMI RIVER - 046/139 & APPROACHES & WORK ON RR CROSSING @ US DOT-AAR #845-516E |
| E-33 | HOLLIS | 13488 | 2005 | C | MAIN STREET, ASH STREET, BROAD STREET | CONSTRUCT SIDEWALK ON MAIN ST, ASH ST, & BROAD ST [00-40TE] |
| E-6 | HOLLIS | 14256 | 2004 | C | NH 130 | REPAIR CLOSED DRAINAGE |
| N/E | HOOKSETT | 12537A | 2005 | P | US 3 / NH 28 | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD |
| N/E | HOOKSETT | 12537A | 2006 | P | US 3 / NH 28 | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD |
| N/E | HOOKSETT | 12537A | 2006 | R | US 3 / NH 28 | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD |
| N/E | HOOKSETT | 12537A | 2007 | C | US 3 / NH 28 | WIDEN NORTH OF BENTON ROAD SOUTH 0.411 MILES TO THE INTERSECTION WITH MARTIN'S FERRY ROAD |

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|---|---|---|---|---|---|---|
| N/E | HOOKSETT | 14320 | 2005 | P | CONNECTOR ROAD | BUILD A CONNECTOR ROAD BETWEEN US 3 / NH 28 AND MERRIMACK STREET INCLUDING INTERSECTION IMPROVEMENTS |
| N/E | HOOKSETT | 14320 | 2005 | R | CONNECTOR ROAD | BUILD A CONNECTOR ROAD BETWEEN US 3 / NH 28 AND MERRIMACK STREET INCLUDING INTERSECTION IMPROVEMENTS |
| N/E | HOOKSETT | 14320 | 2005 | C | CONNECTOR ROAD | BUILD A CONNECTOR ROAD BETWEEN US 3 / NH 28 AND MERRIMACK STREET INCLUDING INTERSECTION IMPROVEMENTS |
| N/E | HOOKSETT | 14320 | 2008 | C | CONNECTOR ROAD | BUILD A CONNECTOR ROAD BETWEEN US 3 / NH 28 AND MERRIMACK STREET INCLUDING INTERSECTION IMPROVEMENTS |
| E-44 | HOOKSETT - BOW - CONCORD | 14099 | 2005 | P | CENTRAL TPK | REPLACEMENT & UPGRADING OF HIGHWAY SIGNING INCLUDING OVERHEAD SIGN STRUCTURE REPLACEMENT CENTRAL I-93 |
| E-44 | HOOKSETT - BOW - CONCORD | 14099 | 2005 | C | CENTRAL TPK | REPLACEMENT & UPGRADING OF HIGHWAY SIGNING INCLUDING OVERHEAD SIGN STRUCTURE REPLACEMENT CENTRAL I-93 |
| E-33 | HOPKINTON | 13483A | 2005 | P | NH 103 & NH 127 | RESTORE COVERED RR BRIDGE NEAR THE INTERSECTION FOR WALK THROUGH MUSEUM IN THE VILLAGE OF CONTOOCOOK [Part of 00-17TE] |
| E-33 | HOPKINTON | 13483A | 2005 | R | NH 103 & NH 127 | RESTORE COVERED RR BRIDGE NEAR THE INTERSECTION FOR WALK THROUGH MUSEUM IN THE VILLAGE OF CONTOOCOOK [Part of 00-17TE] |
| E-33 | HOPKINTON | 13483A | 2005 | C | NH 103 & NH 127 | RESTORE COVERED RR BRIDGE NEAR THE INTERSECTION FOR WALK THROUGH MUSEUM IN THE VILLAGE OF CONTOOCOOK [Part of 00-17TE] |
| E-19 | HOPKINTON | 13799 | 2004 | P | NH 127 | REHABILITATE BRIDGE OVER SPILLWAY CHANNEL - 089/114 |
| E-19 | HOPKINTON | 13799 | 2004 | R | NH 127 | REHABILITATE BRIDGE OVER SPILLWAY CHANNEL - 089/114 |
| E-19 | HOPKINTON | 13799 | 2009 | C | NH 127 | REHABILITATE BRIDGE OVER SPILLWAY CHANNEL - 089/114 |
| E-28 | HUDSON | 04-25TE | 2006 | P | TRAIN DEPOT | HUDSON CENTER TRAIN STOP DEPOT - RELOCATION AND RESTORATION OF FORMER HUDSON CENTER TRAIN DEPOT, WORCESTER, NASHUA, & PORTLAND RAILROAD BUILT IN 1873 [04-25TE] |
| E-28 | HUDSON | 04-25TE | 2007 | C | TRAIN DEPOT | HUDSON CENTER TRAIN STOP DEPOT - RELOCATION AND RESTORATION OF FORMER HUDSON CENTER TRAIN DEPOT, WORCESTER, NASHUA, & PORTLAND RAILROAD BUILT IN 1873 [04-25TE] |
| N/E | HUDSON | 10625S | 2008 | C | CIRCUMFERENTIAL HWY | CLEAN UP AND CLOSURE OF MITIGATION SITE AT BENSON'S |
| N/E | HUDSON | 12460 | 2006 | C | NH 102 | RECONSTRUCT FROM HIGHLAND STREET TO McDONALDS ON NH 102, EXTEND SIDEWALKS ON BOTH SIDES OF NH 102 |
| E-33 | HUDSON | 13100 | 2005 | C | NH 3A | CONSTRUCT SIDEWALKS FROM BIRCH STREET TO CENTRAL STREET [98-23TE] |
| E-19 | HUDSON | 13353 | 2005 | U | MELENDY ROAD | BRIDGE REHABILITATION OVER FIRST BROOK - 114/083 |
| E-19 | HUDSON | 13354 | 2006 | U | COUNTY ROAD | BRIDGE REHABILITATION AND WIDENING OVER SECOND BROOK - 126/083 |

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|---|---|---|---|---|---|---|
| E-51 | HUDSON | 13743 | 2005 | R | NH 102 | WEST ROAD & ROBINSON INTERSECTION IMPROVEMENTS: WIDEN FOR TURN LANES, SIGNALS, & TRUCK LANE |
| E-51 | HUDSON | 13743 | 2006 | C | NH 102 | WEST ROAD & ROBINSON INTERSECTION IMPROVEMENTS: WIDEN FOR TURN LANES, SIGNALS, & TRUCK LANE |
| E-33 | HUDSON | 13894 | 2005 | C | NH 102 | CONSTRUCT 4,000 LF OF 5' WIDE BITUMINOUS SIDEWALK ON ONE SIDE & CONSTRUCT 4,000 LF OF 4' WIDE BITUMINOUS & BICYCLE LANE ON ONE SIDE: LOCATED ON THE EAST SIDE OF NH 102 BETWEEN EVERGREEN DRIVE AND MEGAN DRIVE [02-27TE] |
| E-33 | JAFFREY | 13490 | 2005 | C | | PEDESTRIAN ENHANCEMENTS IN CENTRAL DOWNTOWN AREA - CROSSWALKS, TEMPLATE IMPRINTED PAVING (PHASE I) [00-43TE] |
| ATT | JEFFERSON - RANDOLPH | 13602 | 2005 | P | US 2 | RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROXIMATELY 5.0 MILES TO DURAND ROAD |
| ATT | JEFFERSON - RANDOLPH | 13602 | 2005 | R | US 2 | RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROXIMATELY 5.0 MILES TO DURAND ROAD |
| ATT | JEFFERSON - RANDOLPH | 13602 | 2007 | P | US 2 | RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROXIMATELY 5.0 MILES TO DURAND ROAD |
| ATT | JEFFERSON - RANDOLPH | 13602 | 2007 | C | US 2 | RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROXIMATELY 5.0 MILES TO DURAND ROAD |
| ATT | JEFFERSON - RANDOLPH | 13602A | 2009 | C | US 2 | RECONSTRUCTION, SAFETY IMPROVEMENTS, & SHOULDER WIDENING FROM NH 115 INTERSECTION EAST APPROX. 5.0 MILES TO DURAND ROAD - Construction Only |
| E-51 | KEENE | 12330 | 2005 | P | WEST STREET | UPGRADE TO ADDRESS CAPACITY FROM SCHOOL STREET TO NH 12 INTERCHANGE |
| E-51 | KEENE | 12330 | 2005 | R | WEST STREET | UPGRADE TO ADDRESS CAPACITY FROM SCHOOL STREET TO NH 12 INTERCHANGE |
| E-51 | KEENE | 12330 | 2008 | C | WEST STREET | UPGRADE TO ADDRESS CAPACITY FROM SCHOOL STREET TO NH 12 INTERCHANGE |
| E-33 | KEENE | 13101 | 2005 | C | PEDESTRIAN / BIKE PATH | CONSTRUCT BIKE/PED PATH FROM WINCHESTER STREET TO GILBO AVENUE [98-66TE] |
| E-33 | KEENE | 13101A | 2005 | P | PEDESTRIAN / BIKE PATH | CONSTRUCT BIKE/PED TRAIL FROM ISLAND STREET TO TRAIL CONNECTING WINCHESTER ST TO GILBO AVE [Part of 98-66TE] |
| E-33 | KEENE | 13101A | 2005 | R | PEDESTRIAN / BIKE PATH | CONSTRUCT BIKE/PED TRAIL FROM ISLAND STREET TO TRAIL CONNECTING WINCHESTER ST TO GILBO AVE [Part of 98-66TE] |
| E-33 | KEENE | 13101A | 2007 | C | PEDESTRIAN / BIKE PATH | CONSTRUCT BIKE/PED TRAIL FROM ISLAND STREET TO TRAIL CONNECTING WINCHESTER ST TO GILBO AVE [Part of 98-66TE] |
| E-10 | KEENE | 13251 | 2006 | R | NH 101 | RECONSTRUCT FROM 0.9 MILES WEST OF BRANCH ROAD (END OF KEENE-SWANZEY BYPASS PROJ.) TO THE MARLBOROUGH T/L - APPROX 2.0 MILES |
| E-10 | KEENE | 13251 | 2008 | P | NH 101 | RECONSTRUCT FROM 0.9 MILES WEST OF BRANCH ROAD (END OF KEENE-SWANZEY BYPASS PROJ.) TO THE MARLBOROUGH T/L - APPROX 2.0 MILES |

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|---|---|---|---|---|---|---|
| E-10 | KEENE | 13251 | 2010 | R | NH 101 | RECONSTRUCT FROM 0.9 MILES WEST OF BRANCH ROAD (END OF KEENE-SWANZEY BYPASS PROJ.) TO THE MARLBOROUGH T/L - APPROX 2.0 MILES |
| E-19 | KEENE | 13709 | 2006 | P | CONCORD ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 145/100, DUE TO SAFETY CONCERNS OF TOWN |
| E-19 | KEENE | 13709 | 2006 | R | CONCORD ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 145/100, DUE TO SAFETY CONCERNS OF TOWN |
| E-19 | KEENE | 13709 | 2006 | C | CONCORD ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 145/100, DUE TO SAFETY CONCERNS OF TOWN |
| E-19 | KEENE | 13710 | 2006 | U | NH 12A / COURT STREET | REPLACE BRIDGE OVER ASHUELOT RIVER - 111/116 |
| E-6 | KEENE | 14035 | 2004 | C | NH 101 | INSTALL FLASHING BEACON AT SWANZEY FACTORY ROAD INTERSECTION (RPC HIRI Project) |
| | KEENE | 14243 | 2006 | C | ISLAND STREET | BRIDGE REHABILITATION OVER ASHUELOT RIVER - 125/069 |
| N/E | KEENE - SWANZEY | 10309 | 2004 | P | NH 101 | UPGRADE OF NH 9/10/12 & 101 [PE&ROW] |
| N/E | KEENE - SWANZEY | 10309 | 2005 | P | NH 101 | UPGRADE OF NH 9/10/12 & 101 [PE&ROW] |
| N/E | KEENE - SWANZEY | 10309 | 2005 | R | NH 101 | UPGRADE OF NH 9/10/12 & 101 [PE&ROW] |
| N/E | KEENE - SWANZEY | 10309 | 2007 | P | NH 101 | UPGRADE OF NH 9/10/12 & 101 [PE&ROW] |
| N/E | KEENE - SWANZEY | 10309 | 2008 | R | NH 101 | UPGRADE OF NH 9/10/12 & 101 [PE&ROW] |
| N/E | KEENE - SWANZEY | 10309 | 2009 | R | NH 101 | UPGRADE OF NH 9/10/12 & 101 [PE&ROW] |
| N/E | KEENE - SWANZEY | 10309A | 2005 | C | NH 9 & NH 10 | RECONSTRUCT & RE-ALIGN BASE HILL ROAD INTERSECTIONS & REPLACE NH 9 BRIDGE OVER ASH SWAMP BROOK - 105/067 |
| N/E | KEENE - SWANZEY | 10309B | 2011 | C | NH 10 (WINCHESTER ST) | RECONSTRUCTION INCLUDING NH 12/101 INTERSECTION - APPROX. 1.5 MILES |
| N/E | KEENE - SWANZEY | 10309C | 2012 | C | NH 12 | NEW CONSTRUCTION FROM NH 32 NORTHERLY TO NH 101/OPTICAL AVENUE INTERSECTION - APPROX. 0.5 MILES |
| N/E | KEENE - SWANZEY | 10309D | 2012 | C | NH 10/12/101 | CONSTRUCT INTERCHANGE AND EAST BOUND & WEST BOUND RAMPS @ WINCHESTER STREET INTERSECTION |
| N/E | KEENE - SWANZEY | 10309E | 2012 | C | NH 101 | RECONSTRUCT INTERSECTION @ NH 12 (MAIN STREET) |
| | KEENE - SWANZEY | 10309H | 2009 | C | NH 9/10/12/101 | INTERIM INTERSECTION IMPROVEMENTS @ WINCHESTER & WEST STREETS |
| | KEENE - SWANZEY | 10309J | 2009 | C | NH 9/10/12/101 | INTERIM INTERSECTION IMPROVEMENTS @ 'T' INTERSECTION |
| E-6 | KEENE - SWANZEY | 10309K | 2009 | C | NH 12/101 | INTERIM INTERSECTION IMPROVEMENTS @ MAIN STREET |
| E-19 | KEENE - SWANZEY | 10309L | 2009 | C | NH 12/101 | CONSTRUCTION OF INTERIM WIDENING WITH REPLACEMENT OF THE ASHUELOT RIVER BRIDGE AND CONSTRUCTION OF THE MULTI-USE TRAIL OVER NH 12/101 |

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|---|---|---|---|---|---|---|
| N/E | KEENE - SWANZEY | 10309M | 2009 | C | NH 101 | CONSTRUCTION OF ROUNDABOUT INTERSECTION @ OPTICAL AVENUE |
| E-45 | KENSINGTON | 13908 | 2005 | P | | KENSINGTON TOWN CENTER ENHANCEMENTS: LANDSCAPING, STONE WALL, AND BIKE/PEDESTRIAN IMPROVEMENTS TO PARKING LOT IN TOWN CENTER [02-30TE] |
| E-45 | KENSINGTON | 13908 | 2005 | R | | KENSINGTON TOWN CENTER ENHANCEMENTS: LANDSCAPING, STONE WALL, AND BIKE/PEDESTRIAN IMPROVEMENTS TO PARKING LOT IN TOWN CENTER [02-30TE] |
| E-45 | KENSINGTON | 13908 | 2006 | C | | KENSINGTON TOWN CENTER ENHANCEMENTS: LANDSCAPING, STONE WALL, AND BIKE/PEDESTRIAN IMPROVEMENTS TO PARKING LOT IN TOWN CENTER [02-30TE] |
| E-52 | KINGSTON | 14046 | 2005 | C | NH 125 | TRAFFIC SIGNAL UPGRADES & MINOR RECONSTRUCTION @ INTERSECTION WITH NH 111 / MAIN STREET AND THE INTERSECTION WITH NH 107 / SCOTLAND ROAD |
| ATT | LACONIA | 04-28TE | 2007 | P | | LACONIA-OPECHEE-WINNISQUAM (WOW) TRAIL PHASE 1 - CONSTRUCT 7040' (Segments 7-10) SHARED USE PATH FOR BICYCLES & PEDESTRIANS IN RAILROAD CORRIDOR FROM MAIN ST (Laconia) TO ELM ST (Lakeport) (Phase I: Laconia - Opechee - Winnisquam, Part of Winnipesaukee - |
| ATT | LACONIA | 04-28TE | 2008 | C | | LACONIA-OPECHEE-WINNISQUAM (WOW) TRAIL PHASE 1 - CONSTRUCT 7040' (Segments 7-10) SHARED USE PATH FOR BICYCLES & PEDESTRIANS IN RAILROAD CORRIDOR FROM MAIN ST (Laconia) TO ELM ST (Lakeport) (Phase I: Laconia - Opechee - Winnisquam, Part of Winnipesaukee - |
| ATT | LACONIA | 13895 | 2005 | R | US 3 / NH 11B | LACONIA / WEIRS BEACH SIDEWALKS, RSA 223:11: CONSTRUCT 5' WIDE SIDEWALK ALONG BOTH SIDES OF US 3 BETWEEN INTERSECTION WITH NH 11B AND LAKE SIDE AVE [02-31TE] |
| ATT | LACONIA | 13895 | 2005 | C | US 3 / NH 11B | LACONIA / WEIRS BEACH SIDEWALKS, RSA 223:11: CONSTRUCT 5' WIDE SIDEWALK ALONG BOTH SIDES OF US 3 BETWEEN INTERSECTION WITH NH 11B AND LAKE SIDE AVE [02-31TE] |
| ATT | LACONIA | 14173 | 2006 | P | FAIR STREET | BRIDGE REHABILITATION OVER WINNIPESAUKEE RIVER - 114/042 |
| ATT | LACONIA | 14173 | 2006 | R | FAIR STREET | BRIDGE REHABILITATION OVER WINNIPESAUKEE RIVER - 114/042 |
| ATT | LACONIA | 14173 | 2006 | C | FAIR STREET | BRIDGE REHABILITATION OVER WINNIPESAUKEE RIVER - 114/042 |
| ATT | LACONIA | 14182 | 2005 | P | DAVIS PLACE | BRIDGE REPLACEMENT JEWETT BROOK - 124/055 |
| ATT | LACONIA | 14182 | 2005 | R | DAVIS PLACE | BRIDGE REPLACEMENT JEWETT BROOK - 124/055 |
| ATT | LACONIA | 14182 | 2006 | C | DAVIS PLACE | BRIDGE REPLACEMENT JEWETT BROOK - 124/055 |
| ATT | LACONIA - GILFORD | | 2004 | C | NH 11B | CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES FROM NH 11 IN GILFORD TO US 3 IN LACONIA |
| ATT | LACONIA - MEREDITH | | 2007 | P | US 3 | REHABILITATE & ADD SHOULDERS FROM NH 104 SOUTHERLY 3.7 MILES TO WEIRS BEACH |
| ATT | LACONIA - MEREDITH | | 2009 | P | US 3 | REHABILITATE & ADD SHOULDERS FROM NH 104 SOUTHERLY 3.7 MILES TO WEIRS BEACH |

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|---|---|---|---|---|---|---|
| ATT | LACONIA - MEREDITH | | 2011 | R | US 3 | REHABILITATE & ADD SHOULDERS FROM NH 104 SOUTHERLY 3.7 MILES TO WEIRS BEACH |
| ATT | LACONIA - MEREDITH | | 2012 | R | US 3 | REHABILITATE & ADD SHOULDERS FROM NH 104 SOUTHERLY 3.7 MILES TO WEIRS BEACH |
| ATT | LANCASTER | 12796 | 2005 | U | PLEASANT VALLEY ROAD | REPLACE BRIDGE OVER BUNNEL BROOK - 223/062 |
| ATT | LANCASTER | 14071 | 2005 | C | MECHANIC STREET | COVERED BRIDGE REHABILITATION OVER ISRAEL RIVER - 134/107 |
| ATT | LEBANON | | 2005 | C | LEBANON AIRPORT | RECONSTRUCT SOUTH RAMP RURF AREA |
| ATT | LEBANON | | 2005 | C | LEBANON AIRPORT | CONSTRUCT MIDFIELD APRON |
| ATT | LEBANON | | 2005 | U | LEBANON AIRPORT | RECONSTRUCT WEST RAMP |
| ATT | LEBANON | | 2006 | C | LEBANON AIRPORT | CONSTRUCT SOUTH APRON |
| ATT | LEBANON | | 2006 | U | LEBANON AIRPORT | OBSTRUCTION POLE REHABILITATION |
| ATT | LEBANON | | 2006 | U | LEBANON AIRPORT | SNOW REMOVAL BUILDING EXPANSION |
| ATT | LEBANON | | 2007 | P | I-89 | 1" OVERLAY FROM EXIT 17 TO JUST SOUTH OF EXIT 20 (5.5 MILES) INCLUDES SLIP LINING TWIN 66" PIPES NORTH OF EXIT 17 AND BRIDGE JOINT REHAB |
| ATT | LEBANON | | 2007 | U | LEBANON AIRPORT | SNOW REMOVAL EQUIPMENT - PHASE 1 |
| ATT | LEBANON | | 2007 | U | LEBANON AIRPORT | SNOW REMOVAL EQUIPMENT - PHASE 2 |
| ATT | LEBANON | | 2007 | U | LEBANON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPORVEMENT PROJECTS |
| ATT | LEBANON | | 2008 | C | LEBANON AIRPORT | CONSTRUCT TAXIWAY CHARLIE |
| ATT | LEBANON | | 2009 | C | LEBANON AIRPORT | RECONSTRUCT EAST RAMP & EMERGENCY ACCESS ROAD |
| ATT | LEBANON | | 2010 | C | I-89 | 1" OVERLAY FROM EXIT 17 TO JUST SOUTH OF EXIT 20 (5.5 MILES) INCLUDES SLIP LINING TWIN 66" PIPES NORTH OF EXIT 17 AND BRIDGE JOINT REHAB |
| ATT | LEBANON | | 2010 | U | LEBANON AIRPORT | VARIOUS PROJECTS / AIRPORT ENTITLEMENT FUNDS |
| ATT | LEBANON | | 2010 | U | LEBANON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPORVEMENT PROJECTS |
| ATT | LEBANON | | 2011 | U | LEBANON AIRPORT | VARIOUS PROJECTS / AIRPORT ENTITLEMENT FUNDS |
| ATT | LEBANON | | 2011 | U | LEBANON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPORVEMENT PROJECTS |
| ATT | LEBANON | | 2012 | U | LEBANON AIRPORT | VARIOUS PROJECTS / AIRPORT ENTITLEMENT FUNDS |
| ATT | LEBANON | | 2012 | U | LEBANON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPORVEMENT PROJECTS |
| ATT | LEBANON | 04-24CM | 2007 | P | | SERVICE IMPROVEMENT FOR BUS ROUTE [04-24CM] |

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|---|---|---|---|---|---|---|
| ATT | LEBANON | 10034A | 2005 | P | US 4 (MECHANIC STREET) | RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | LEBANON | 10034A | 2005 | R | US 4 (MECHANIC STREET) | RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | LEBANON | 10034A | 2008 | P | US 4 (MECHANIC STREET) | RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | LEBANON | 10034A | 2010 | R | US 4 (MECHANIC STREET) | RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | LEBANON | 10034A | 2012 | C | US 4 (MECHANIC STREET) | RECONSTRUCTION FROM HIGH STREET TO I-89 RAMPS INCLUDING REMOVAL OF CONCRETE UNDERBASE, INSTALLATION OF SIDEWALKS, AND UPGRADE OF STORM DRAINAGE SYSTEM |
| ATT | LEBANON | 11700 | 2005 | P | I-89 | RECONSTRUCTION OF THE INTERCHANGE & BRIDGES @ EXIT 20, INCLUDING APPROACHES ON NH 12A |
| ATT | LEBANON | 11700 | 2005 | R | I-89 | RECONSTRUCTION OF THE INTERCHANGE & BRIDGES @ EXIT 20, INCLUDING APPROACHES ON NH 12A |
| ATT | LEBANON | 11700 | 2006 | R | I-89 | RECONSTRUCTION OF THE INTERCHANGE & BRIDGES @ EXIT 20, INCLUDING APPROACHES ON NH 12A |
| ATT | LEBANON | 11700 | 2008 | C | I-89 | RECONSTRUCTION OF THE INTERCHANGE & BRIDGES @ EXIT 20, INCLUDING APPROACHES ON NH 12A |
| ATT | LEBANON | 11929 | 2005 | R | BIKE PATH | CONSTRUCT BIKE PATH, DOWNTOWN TO DARTMOUTH - HITCHCOCK MEDICAL CENTER - 2.8 MILES [93-17TE] |
| ATT | LEBANON | 11929 | 2005 | C | BIKE PATH | CONSTRUCT BIKE PATH, DOWNTOWN TO DARTMOUTH - HITCHCOCK MEDICAL CENTER - 2.8 MILES [93-17TE] |
| ATT | LEBANON | 13045 | 2005 | C | TRUES BROOK RD | BRIDGE REPLACEMENT OVER BLOODS BROOK - 059/063 |
| ATT | LEBANON | 13083 | 2008 | C | I-89 | EXTEND EXISTING BIKE PATH FROM CURRENT END NORTH ALONG EASTERN SIDE OF I-89 TO STONEY BROOK ROAD [NHDOT] [98-59TE] |
| ATT | LEBANON | 13444 | 2012 | P | I-89 | WEIGH STATION REHABILITATION (NB & SB) JUST NORTH OF EXIT 18 |
| ATT | LEBANON | 13491 | 2005 | C | US 4 | BIKE & PEDESTRIAN IMPROVEMENTS ALONG US 4 NEAR I-89, EXIT 19 [00-52TE] |
| ATT | LEBANON | 13556 | 2004 | U | SPRING STREET | REHAB BRIDGE OVER GREAT BROOK - 121/108 |
| ATT | LEBANON | 13558 | 2004 | U | NH12A | REHAB BRIDGE OVER B&M RR - 062/117 |
| ATT | LEBANON | 13558A | 2005 | P | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |

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|---|---|---|---|---|---|---|
| ATT | LEBANON | 13558A | 2005 | R | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13558A | 2006 | P | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13558A | 2006 | R | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13558A | 2007 | P | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13558A | 2007 | R | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13558A | 2009 | C | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13558A | 2010 | C | NH 12A | BRIDGE REPLACEMENT OVER B&M RAILROAD - 062/117 |
| ATT | LEBANON | 13951 | 2005 | P | US 4 / NHRR | BRIDGE REPLACEMENT OVER MASCOMA RIVER & NHRR - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A |
| ATT | LEBANON | 13951 | 2008 | P | US 4 / NHRR | BRIDGE REPLACEMENT OVER MASCOMA RIVER & NHRR - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A |
| ATT | LEBANON | 13951 | 2009 | R | US 4 / NHRR | BRIDGE REPLACEMENT OVER MASCOMA RIVER & NHRR - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A |
| ATT | LEBANON | 13951 | 2010 | C | US 4 / NHRR | BRIDGE REPLACEMENT OVER MASCOMA RIVER & NHRR - 188/126 NEAR INTERSECTION OF US 4 AND NH 4A |
| ATT | LEBANON | 14140 | 2005 | C | NH 120 | ADD SOUTHBOUND LANE FROM LEHAYE DRIVE TO ETNA ROAD |
| ATT | LEBANON | 14140 | 2006 | C | NH 120 | ADD SOUTHBOUND LANE FROM LEHAYE DRIVE TO ETNA ROAD |
| ATT | LEBANON | 14140 | 2007 | C | NH 120 | ADD SOUTHBOUND LANE FROM LEHAYE DRIVE TO ETNA ROAD |
| ATT | LEBANON | 14140 | 2008 | C | NH 120 | ADD SOUTHBOUND LANE FROM LEHAYE DRIVE TO ETNA ROAD |
| ATT | LEBANON | 14141 | 2005 | C | NH 120 | INTERSECTION IMPROVEMENTS @ HANOVER STREET, HEATER ROAD, & ETNA ROAD TO INCLUDE SIGNAL COORDINATION |
| ATT | LEBANON | 14159 | 2004 | C | I-89 | FROM NORTH OF EXIT 17 NORTH TO JUST SOUTH OF EXIT 20, 1.5" TRAVELED WAY INLAY (7 MILES) (Interstate Pavement Preservation Program] |
| ATT | LEBANON | 14159 | 2005 | C | I-89 | FROM NORTH OF EXIT 17 NORTH TO JUST SOUTH OF EXIT 20, 1.5" TRAVELED WAY INLAY (7 MILES) (Interstate Pavement Preservation Program] |
| ATT | LEBANON | 14194 | 2005 | P | US 4 | BRIDGE REHABILITATION OVER B&M RAILROAD/MASCOMA RIVER - 077/107 |
| ATT | LEBANON | 14194 | 2005 | R | US 4 | BRIDGE REHABILITATION OVER B&M RAILROAD/MASCOMA RIVER - 077/107 |
| ATT | LEBANON | 14194 | 2006 | P | US 4 | BRIDGE REHABILITATION OVER B&M RAILROAD/MASCOMA RIVER - 077/107 |
| ATT | LEBANON | 14194 | 2006 | R | US 4 | BRIDGE REHABILITATION OVER B&M RAILROAD/MASCOMA RIVER - 077/107 |

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|---|---|---|---|---|---|---|
| ATT | LEBANON | 14194 | 2008 | C | US 4 | BRIDGE REHABILITATION OVER B&M RAILROAD/MASCOMA RIVER - 077/107 |
| ATT | LEBANON | 14194 | 2009 | C | US 4 | BRIDGE REHABILITATION OVER B&M RAILROAD/MASCOMA RIVER - 077/107 |
| ATT | LEBANON - ENFIELD | 13185 | 2005 | P | NH 4A | REHABILITATE PAVEMENT, ADD SHOULDERS, AND IMPROVE DRAINAGE & SIGHT DISTANCE FROM US 4 SOUTHEAST 4.2 MILES |
| ATT | LEBANON - ENFIELD | 13185 | 2005 | R | NH 4A | REHABILITATE PAVEMENT, ADD SHOULDERS, AND IMPROVE DRAINAGE & SIGHT DISTANCE FROM US 4 SOUTHEAST 4.2 MILES |
| ATT | LEBANON - ENFIELD | 13185 | 2007 | P | NH 4A | REHABILITATE PAVEMENT, ADD SHOULDERS, AND IMPROVE DRAINAGE & SIGHT DISTANCE FROM US 4 SOUTHEAST 4.2 MILES |
| ATT | LEBANON - ENFIELD | 13185 | 2008 | R | NH 4A | REHABILITATE PAVEMENT, ADD SHOULDERS, AND IMPROVE DRAINAGE & SIGHT DISTANCE FROM US 4 SOUTHEAST 4.2 MILES |
| ATT | LEBANON, NH - HARTFORD, VT | | 2010 | P | US 4 | REHABILITATE BRIDGE OVER CONNECTICUT RIVER - 058/127 |
| ATT | LEBANON, NH - HARTFORD, VT | | 2010 | P | I-89 | WIDEN & REHABILITATION BRIDGES OVER CONNECTICUT RIVER |
| ATT | LEBANON, NH - HARTFORD, VT | | 2011 | P | I-89 | WIDEN & REHABILITATION BRIDGES OVER CONNECTICUT RIVER |
| ATT | LEBANON, NH - HARTFORD, VT | | 2011 | R | US 4 | REHABILITATE BRIDGE OVER CONNECTICUT RIVER - 058/127 |
| ATT | LEBANON, NH - HARTFORD, VT | | 2011 | R | I-89 | WIDEN & REHABILITATION BRIDGES OVER CONNECTICUT RIVER |
| ATT | LEE | | 2006 | C | NH 125 / 152 | RELOCATION & SIGNALIZATION @ HIGH STREET |
| E-6 | LEE | 14062 | 2004 | C | NH 155 / 155A | CONSTRUCT 'T' ALIGNMENT INTERSECTION FOR SAFETY IMPROVEMENT - PHASE 1 |
| E-6 | LEE | 14063 | 2005 | C | NH 155 | CONSTRUCT LEFT TURN LANE TO COMPLETE SAFETY IMPROVEMENT INTERSECTION @ NH 155A - PHASE 2 |
| ATT | LINCOLN | | 2007 | P | I-93 | RECLAIM AND OVERLAY FROM EXIT 32 TO EXIT 33 (2 MILES) |
| ATT | LINCOLN | | 2008 | C | I-93 | COLD PLANE & OVERLAY WITH FABRIC & 2" PAVEMENT FROM US 3 BRIDGE TO WHITEHOUSE BRIDGE (6 MILES) - (Interstate Pavement Preservation Program) |
| ATT | LINCOLN | | 2010 | C | I-93 | RECLAIM AND OVERLAY FROM EXIT 32 TO EXIT 33 (2 MILES) |
| ATT | LINCOLN - FRANCONIA - LITTLETON | 14083 | 2005 | C | I-93 | INLAYS & OVERLAYS FROM FRANCONIA - LAFAYETTE BRIDGE NORTH TO GALE RIVER BRIDGE (4.0 MI) AND FROM EXIT 42 SOUTH (1.3 MI), ALSO INCLUDES BRIDGES FROM PREVIOUS PROJECT 13979 ADVERTISING 2003 [Interstate Pavement Preservation Program] |
| ATT | LISBON | | 2006 | P | US 302 | BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 094/114 |
| ATT | LISBON | | 2007 | R | US 302 | BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 094/114 |

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|---|---|---|---|---|---|---|
| ATT | LISBON | | 2008 | P | US 302 | REHABILITATE, BEGINNING 1100 FT NORTH OF PERCH POND ROAD NORTHERLY 4 MILES |
| ATT | LISBON | | 2008 | C | US 302 | BRIDGE REHABILITATION OVER AMMONOOSUC RIVER - 094/114 |
| ATT | LISBON | | 2012 | R | US 302 | REHABILITATE, BEGINNING 1100 FT NORTH OF PERCH POND ROAD NORTHERLY 4 MILES |
| ATT | LISBON | 13896 | 2005 | C | CENTRAL STREET | LISBON RAILROAD ACQUISITION & RESTORATION PROJECT: PURCHASE & RESTORE THE FORMER LISBON RAILROAD STATION LOCATED ON CENTRAL STREET. THE STATION HAS STEEP ROOFS & 6 DORMERS, & IS THE ONLY B&M STATION OF ITS KIND [02-34TE] |
| N/E | LITCHFIELD | | 2005 | P | ALBUQUERQUE AVE | CONSTRUCT .3 MILE SEGMENT FROM APRIL DRIVE TO NH 3A, INCLUDING INTERSECTION IMPROVEMENTS @ NH 3A |
| DNA | LITCHFIELD | | 2008 | P | ALBUQUERQUE AVE | NEW CONSTRUCTION OF ALBUQUERQUE AVENUE WITH LIMITS TO BE DETERMINED IN COORDINATION WITH THE TOWN IN THE FUTURE |
| N/E | LITCHFIELD | | 2010 | R | ALBUQUERQUE AVE | CONSTRUCT .3 MILE SEGMENT FROM APRIL DRIVE TO NH 3A, INCLUDING INTERSECTION IMPROVEMENTS @ NH 3A |
| N/E | LITCHFIELD | | 2011 | C | ALBUQUERQUE AVE | CONSTRUCT .3 MILE SEGMENT FROM APRIL DRIVE TO NH 3A, INCLUDING INTERSECTION IMPROVEMENTS @ NH 3A |
| ATT | LITTLETON | 13206 | 2004 | P | MAIN ST | FROM INTERSECTION OF MEADOW STREET TO COTTAGE STREET - ROAD IMPROVEMENTS & SIGNALIZATION |
| ATT | LITTLETON | 13206 | 2004 | R | MAIN ST | FROM INTERSECTION OF MEADOW STREET TO COTTAGE STREET - ROAD IMPROVEMENTS & SIGNALIZATION |
| ATT | LITTLETON | 13206 | 2004 | C | MAIN ST | FROM INTERSECTION OF MEADOW STREET TO COTTAGE STREET - ROAD IMPROVEMENTS & SIGNALIZATION |
| ATT | LITTLETON | 13206 | 2005 | R | MAIN ST | FROM INTERSECTION OF MEADOW STREET TO COTTAGE STREET - ROAD IMPROVEMENTS & SIGNALIZATION |
| ATT | LITTLETON | 13206 | 2005 | C | MAIN ST | FROM INTERSECTION OF MEADOW STREET TO COTTAGE STREET - ROAD IMPROVEMENTS & SIGNALIZATION |
| ATT | LITTLETON | 13206 | 2006 | C | MAIN ST | FROM INTERSECTION OF MEADOW STREET TO COTTAGE STREET - ROAD IMPROVEMENTS & SIGNALIZATION |
| ATT | LITTLETON | 13492 | 2004 | P | US 302, NH 10, 18, 116 | CONSTRUCT PEDESTRIAN BRIDGE OVER AMMONOOSUC RIVER ADJACENT TO ROUTES 302, 10, 18, & 116 [00-56TE] |
| ATT | LITTLETON | 13492 | 2004 | C | US 302, NH 10, 18, 116 | CONSTRUCT PEDESTRIAN BRIDGE OVER AMMONOOSUC RIVER ADJACENT TO ROUTES 302, 10, 18, & 116 [00-56TE] |
| ATT | LITTLETON | 13897 | 2005 | C | RIVERFRONT PATHWAY & TRANSPORTATION MUSEUM | PHASE II: CONSTRUCT 200' PATH FROM END OF PHASE I TO SOLOMON BLOCK. CONSTRUCT 100' CANTILEVERED STRUCTURE FROM PATH TO COTTAGE ST BRIDGE. CONSTRUCT 65' STRUCTURE UNDER COTTAGE ST FROM EAST SIDE OF COTTAGE ST BRIDGE, CONSTRUCT PATH TO CONNECT WITH OPERA |

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|---|---|---|---|---|---|---|
| ATT | LITTLETON | 14307 | 2009 | P | REDINGTON STREET | BRIDGE REPLACEMENT OVER AMMONOOSUC RIVER - 232/050 |
| ATT | LITTLETON | 14307 | 2009 | R | REDINGTON STREET | BRIDGE REPLACEMENT OVER AMMONOOSUC RIVER - 232/050 |
| ATT | LITTLETON | 14307 | 2009 | C | REDINGTON STREET | BRIDGE REPLACEMENT OVER AMMONOOSUC RIVER - 232/050 |
| ATT | LITTLETON, NH - WATERFORD, VT | | 2011 | P | I-93 | PAVEMENT REHABILITATION (9 MILES) & BRIDGE REHABILITATION (18 BRIDGES) FROM NORTH OF EXIT 41 TO VERMONT S/L |
| N/E | LONDONDERRY | | 2007 | P | NH 28 & NH 128 | INTERSECTION IMPROVEMENTS, FOR SAFETY AND TRAFFIC FLOW |
| N/E | LONDONDERRY | | 2012 | R | NH 28 & NH 128 | INTERSECTION IMPROVEMENTS, FOR SAFETY AND TRAFFIC FLOW |
| E-34 | LONDONDERRY | 13015 | 2005 | R | NH 128 | MAMMOTH RD / LITCHFIELD STONEHENGE / BARTLEY HILL RD - INTERSECTION STUDY & CONSTRUCTION |
| E-34 | LONDONDERRY | 13015 | 2005 | C | NH 128 | MAMMOTH RD / LITCHFIELD STONEHENGE / BARTLEY HILL RD - INTERSECTION STUDY & CONSTRUCTION |
| N/E | LONDONDERRY | 13872 | 2005 | P | VARIOUS | CONSTRUCT APPROX. 6200' OF MULTIPURPOSE PATH & SIDEWALK: BEGINNING @ PILLSBURY & WILSHIRE RDS TO MAMMOTH RD & CONTINUE AS AN INDEPENDENT MULTI-USE PATH [02-16CM] |
| N/E | LONDONDERRY | 13872 | 2005 | R | VARIOUS | CONSTRUCT APPROX. 6200' OF MULTIPURPOSE PATH & SIDEWALK: BEGINNING @ PILLSBURY & WILSHIRE RDS TO MAMMOTH RD & CONTINUE AS AN INDEPENDENT MULTI-USE PATH [02-16CM] |
| N/E | LONDONDERRY | 13872 | 2006 | C | VARIOUS | CONSTRUCT APPROX. 6200' OF MULTIPURPOSE PATH & SIDEWALK: BEGINNING @ PILLSBURY & WILSHIRE RDS TO MAMMOTH RD & CONTINUE AS AN INDEPENDENT MULTI-USE PATH [02-16CM] |
| | LONDONDERRY | 14142 | 2004 | C | NH 28 | BRIDGE REPLACEMENT OVER LITTLE COHAS BROOK - 077/151 |
| E-4 | LONDONDERRY - DERRY | 13791 | 2005 | C | NH 28 | CONSTRUCT SHOULDERS & UPGRADE DRAINAGE FROM NH 128 IN LONDONDERRY TO THE DERRY COMPACT LINE |
| N/E | LONDONDERRY/WINDHAM, NH - ANDOVER/WILMINGTON, MA | 68010 | 2003 | C | I-93 | COMMUTER BUS SERVICE (MVRTA) FROM WINDHAM & LONDONDERRY TO LOWELL JUNCTION INDUSTRIAL AREA, ANDOVER & WILMINGTON [00-31CM] |
| ATT | LYME | 14155 | 2005 | C | LYME CENTER ROAD | CONSTRUCT 2700' OF W-BEAM GUARDRAIL TO UPGRADE EXISTING SUBSTANDARD CABLE SECTIONS, BETWEEN HIGH ST & BAKER HILL RD |
| ATT | LYME | 14235 | 2005 | C | RIVER ROAD | REPAIR COVERED BRIDGE OVER CLAY BROOK - 069/190 |
| ATT | LYME, NH - THETFORD, VT | | 2010 | P | EAST THEFORD ROAD | BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER - 053/112 |
| ATT | LYME, NH - THETFORD, VT | | 2012 | R | EAST THEFORD ROAD | BRIDGE REHABILITATION OVER THE CONNECTICUT RIVER - 053/112 |

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|---|---|---|---|---|---|---|
| | LYNDEBOROUGH | 14251 | 2009 | P | GULF ROAD | BRIDGE REPLACEMENT OVER STONY BROOK - 059/106 |
| | LYNDEBOROUGH | 14251 | 2009 | R | GULF ROAD | BRIDGE REPLACEMENT OVER STONY BROOK - 059/106 |
| | LYNDEBOROUGH | 14251 | 2009 | C | GULF ROAD | BRIDGE REPLACEMENT OVER STONY BROOK - 059/106 |
| E-33 | MADBURY | 04-31TE | 2007 | P | | CENTER/CIVIC DISTRICT MULTI-USE PATHS - CONSTRUCT BIKE/PED PATHS. PATHS IN APPROXIMATELY 1/2 MILE TOWN SQUARE, TOWN CENTER/CIVIC DISTRICT BOUNDED ON THE SOUTH BY NH155 AND ON THE NORTH BY TOWN HALL ROAD. APPROX. 3/4 OF A MILE OF ASPHALT OR OTHER NATURAL |
| E-33 | MADBURY | 04-31TE | 2008 | C | | CENTER/CIVIC DISTRICT MULTI-USE PATHS - CONSTRUCT BIKE/PED PATHS. PATHS IN APPROXIMATELY 1/2 MILE TOWN SQUARE, TOWN CENTER/CIVIC DISTRICT BOUNDED ON THE SOUTH BY NH155 AND ON THE NORTH BY TOWN HALL ROAD. APPROX. 3/4 OF A MILE OF ASPHALT OR OTHER NATURAL |
| E-19 | MADBURY | 12922 | 2005 | P | NH 155 | REPLACE BRIDGE OVER B & M RAILROAD - 114/084 |
| E-19 | MADBURY | 12922 | 2005 | R | NH 155 | REPLACE BRIDGE OVER B & M RAILROAD - 114/084 |
| E-19 | MADBURY | 12922 | 2007 | C | NH 155 | REPLACE BRIDGE OVER B & M RAILROAD - 114/084 |
| ATT | MADISON - CONWAY | 11339J | 2008 | C | NH 16 | CONWAY BYPASS SOUTHERN SEGMENT, EARTHWORK PROJECT |
| ATT | MADISON - CONWAY | 11339T | 2010 | C | CONWAY BYPASS | CONSTRUCT BRIDGES OVER PEQUAWKET BROOK, NH 113, PUDDING POND & WOODLAND ROAD |
| ATT | MADISON - CONWAY | 11339U | 2009 | C | CONWAY BYPASS | SOUTHERN SEGMENT FINAL CONSTRUCTION |
| E-21 | MANCHESTER | | 2003 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2003 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-30 | MANCHESTER | | 2003 | U | TRANSIT AUTHORITY | REPLACEMENT BUSES |
| E-44 | MANCHESTER | | 2003 | U | TRANSIT AUTHORITY | INSTALLATION OF BUS STOP SIGNS |
| E-24 | MANCHESTER | | 2003 | U | TRANSIT AUTHORITY | OFFICE EQUIPMENT |
| E-21 | MANCHESTER | | 2004 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2004 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-30 | MANCHESTER | | 2004 | U | TRANSIT AUTHORITY | REPLACEMENT BUSES |
| E-28 | MANCHESTER | | 2004 | U | TRANSIT AUTHORITY | PARKING AREA PAVEMENT AND REPAIR |
| E-21 | MANCHESTER | | 2005 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2005 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |

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|---|---|---|---|---|---|---|
| E-30 | MANCHESTER | | 2005 | U | TRANSIT AUTHORITY | REPLACEMENT BUSES |
| E-25 | MANCHESTER | | 2005 | U | TRANSIT AUTHORITY | REPLACEMENT OF RADIO SYSTEM |
| E-24 | MANCHESTER | | 2005 | U | TRANSIT AUTHORITY | PARATRANSIT SCHEDULING SOFTWARE |
| E-21 | MANCHESTER | | 2006 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2006 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-30 | MANCHESTER | | 2006 | U | TRANSIT AUTHORITY | REPLACEMENT BUSES |
| E-24 | MANCHESTER | | 2006 | U | TRANSIT AUTHORITY | MAINTENANCE OF MANAGEMENT SOFTWARE |
| E-19 | MANCHESTER | | 2007 | P | I-293 / FEE TPK | ROADWAY RECONSTRUCTION AND BRIDGE REHABILITATION BETWEEN NH 101 AND GRANITE STREET: 144/066, 146/064, 146/065, 149/063, 153/061 |
| E-21 | MANCHESTER | | 2007 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2007 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-30 | MANCHESTER | | 2007 | U | TRANSIT AUTHORITY | REPLACEMENT BUSES |
| N/E | MANCHESTER | | 2008 | P | FEE TPK | RECONSTRUCT INTERCHANGE AT EXIT 7 TO BECOME FULL INTERCHANGE |
| E-21 | MANCHESTER | | 2008 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2008 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-21 | MANCHESTER | | 2008 | U | TRANSIT AUTHORITY | CAPITAL PURCHASES |
| E-19 | MANCHESTER | | 2009 | P | I-293 / FEE TPK | ROADWAY RECONSTRUCTION AND BRIDGE REHABILITATION BETWEEN NH 101 AND GRANITE STREET: 144/066, 146/064, 146/065, 149/063, 153/061 |
| E-21 | MANCHESTER | | 2009 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2009 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-21 | MANCHESTER | | 2009 | U | TRANSIT AUTHORITY | CAPITAL PURCHASES |
| E-21 | MANCHESTER | | 2010 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2010 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-21 | MANCHESTER | | 2010 | U | TRANSIT AUTHORITY | CAPITAL PURCHASES |
| N/E | MANCHESTER | | 2011 | P | FEE TPK | RECONSTRUCT INTERCHANGE AT EXIT 7 TO BECOME FULL INTERCHANGE |
| N/E | MANCHESTER | | 2011 | R | FEE TPK | RECONSTRUCT INTERCHANGE AT EXIT 7 TO BECOME FULL INTERCHANGE |

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|---|---|---|---|---|---|---|
| E-21 | MANCHESTER | | 2011 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2011 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-21 | MANCHESTER | | 2011 | U | TRANSIT AUTHORITY | CAPITAL PURCHASES |
| E-19 | MANCHESTER | | 2012 | C | I-293 / FEE TPK | ROADWAY RECONSTRUCTION AND BRIDGE REHABILITATION BETWEEN NH 101 AND GRANITE STREET: 144/066, 146/064, 146/065, 149/063, 153/061 |
| E-21 | MANCHESTER | | 2012 | U | TRANSIT AUTHORITY | OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE |
| E-21 | MANCHESTER | | 2012 | U | TRANSIT AUTHORITY | CAPITAL ASSISTANCE FOR PREVENTATIVE MAINTENANCE OF MTA FLEET |
| E-21 | MANCHESTER | | 2012 | U | TRANSIT AUTHORITY | CAPITAL PURCHASES |
| E-33 | MANCHESTER | 04-32TE | 2008 | P | ROCKINGHAM RECREATIONAL TRAIL | IMPROVEMENTS TO DEVELOP THE FORMER MANCHESTER & PORTSMOUTH BRANCH RAILROAD FOR BICYCLES AND PEDESTRIAN ACCESS FROM TARRYTOWN ROAD SOUTH TO LAKE MASSABESIC. THE PROJECT ALSO INCLUDES CONSTRUCTION OF A PEDESTRIAN CULVERT AT PEABODY AVE. [04-32TE] |
| E-33 | MANCHESTER | 04-32TE | 2009 | C | ROCKINGHAM RECREATIONAL TRAIL | IMPROVEMENTS TO DEVELOP THE FORMER MANCHESTER & PORTSMOUTH BRANCH RAILROAD FOR BICYCLES AND PEDESTRIAN ACCESS FROM TARRYTOWN ROAD SOUTH TO LAKE MASSABESIC. THE PROJECT ALSO INCLUDES CONSTRUCTION OF A PEDESTRIAN CULVERT AT PEABODY AVE. [04-32TE] |
| E-33 | MANCHESTER | 04-33TE | 2007 | P | PHASE III - RAILROAD | PISCATAQUOG TRAILWAY PHASE III - IMPROVE RAIL CORRIDOR FROM BIRON BRIDGE TO THE CITY/TOWN LINE WITH GOFFSTOWN. REHABILITATE WOOD TRESTLE BRIDGE OVER THE PISCATAQUOG RIVER. THIS IS THE FINAL PHASE OF A 3 PHASE PROJECT. [04-33TE] |
| E-33 | MANCHESTER | 04-33TE | 2008 | C | PHASE III - RAILROAD | PISCATAQUOG TRAILWAY PHASE III - IMPROVE RAIL CORRIDOR FROM BIRON BRIDGE TO THE CITY/TOWN LINE WITH GOFFSTOWN. REHABILITATE WOOD TRESTLE BRIDGE OVER THE PISCATAQUOG RIVER. THIS IS THE FINAL PHASE OF A 3 PHASE PROJECT. [04-33TE] |
| N/E | MANCHESTER | 10622A | 2005 | P | I-293 / FEE TURNPIKE | INTERCHANGE RECONSTRUCTION, REPLACE BRIDGE - 134/066 & ADD RAMPS @ EXIT 5 / GRANITE STREET [PE & ROW ONLY] |
| N/E | MANCHESTER | 10622B | 2005 | C | FEE TURNPIKE | TURNPIKE IMPROVEMENTS AT EXIT 5; RELOCATION OF ALLARD DRIVE, TURNER STREET, & UTILITIES |
| N/E | MANCHESTER | 10622C | 2005 | C | FEE TURNPIKE | RECONSTRUCTION OF GRANITE STREET INTERCHANGE @ EXIT 5 |
| N/E | MANCHESTER | 12110C | 2004 | C | I-293 | PAVEMENT REHABILITATION OF I-93 / I-293 RAMPS & REHABILITATION BRIDGE DECKS OVER MAMMOTH ROAD - 174/118, 175/118, & NBW RAMP - 175/121 |
| E-10 | MANCHESTER | 12328 | 2004 | P | CANDIA ROAD | REHAB FROM I-93 TO NH 28 BYPASS |
| E-10 | MANCHESTER | 12328 | 2004 | C | CANDIA ROAD | REHAB FROM I-93 TO NH 28 BYPASS |
| E-10 | MANCHESTER | 12328 | 2005 | C | CANDIA ROAD | REHAB FROM I-93 TO NH 28 BYPASS |

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| E-33 | MANCHESTER | 13493 | 2005 | P | | REFURBISH UTILITY BRIDGE FOR TRAILWAY CONNECTION [00-59TE] |
| E-33 | MANCHESTER | 13493 | 2005 | C | | REFURBISH UTILITY BRIDGE FOR TRAILWAY CONNECTION [00-59TE] |
| N/E | MANCHESTER | 13873 | 2005 | P | RAIL TRAIL | DEVELOP A 3.3 MILE MULTI-USE BIKE/PED TRAIL SERVING AS A NORTH-SOUTH CONNECTOR BETWEEN MANCHESTER AIRPORT @ PERIMETER ROAD & DOWNTOWN MANCHESTER @ GRANITE STREET [02-18CM] |
| N/E | MANCHESTER | 13873 | 2006 | C | RAIL TRAIL | DEVELOP A 3.3 MILE MULTI-USE BIKE/PED TRAIL SERVING AS A NORTH-SOUTH CONNECTOR BETWEEN MANCHESTER AIRPORT @ PERIMETER ROAD & DOWNTOWN MANCHESTER @ GRANITE STREET [02-18CM] |
| N/E | MANCHESTER | 14025 | 2005 | R | GRANITE STREET | WIDENING OF GRANITE STREET FROM ELM STREET TO SOUTH MAIN STREET (See 14025C & 14025D) |
| E-1 | MANCHESTER | 14025A | 2006 | P | GRANITE STREET | RAILROAD & HIGHWAY GRADE CROSSINGS IN GRANITE STREET AREA, RECONSTRUCT CROSSING & SIGNALS @ B&M RR USDOT-AAR #053-250J |
| E-1 | MANCHESTER | 14025A | 2006 | C | GRANITE STREET | RAILROAD & HIGHWAY GRADE CROSSINGS IN GRANITE STREET AREA, RECONSTRUCT CROSSING & SIGNALS @ B&M RR USDOT-AAR #053-250J |
| E-1 | MANCHESTER | 14025B | 2006 | P | GRANITE STREET | RECONSTRUCT CROSSINGS, ROADWAY APPROACHES AND SIGNALS WITH ASSOCIATED WORK OF SPRING ST (845-631L0, KIDDER ST (845-630E), COMMERCIAL ST (854-629K) AND B&M RAILROAD |
| E-1 | MANCHESTER | 14025B | 2006 | C | GRANITE STREET | RECONSTRUCT CROSSINGS, ROADWAY APPROACHES AND SIGNALS WITH ASSOCIATED WORK OF SPRING ST (845-631L0, KIDDER ST (845-630E), COMMERCIAL ST (854-629K) AND B&M RAILROAD |
| | MANCHESTER | 14025C | 2005 | C | GRANITE STREET | WIDENING OF GRANITE STREET FROM ELM STREET TO SOUTH MAIN STREET (See 14025 & 14025D) |
| E-19 | MANCHESTER | 14048 | 2004 | P | CENTRAL TPK | REHABILITATE TURNPIKE BRIDGE OVER BLACK BROOK BETWEEN EXITS 6 & 7 - 099/066 & 099/067 |
| E-19 | MANCHESTER | 14048 | 2004 | R | CENTRAL TPK | REHABILITATE TURNPIKE BRIDGE OVER BLACK BROOK BETWEEN EXITS 6 & 7 - 099/066 & 099/067 |
| E-19 | MANCHESTER | 14048 | 2006 | C | CENTRAL TPK | REHABILITATE TURNPIKE BRIDGE OVER BLACK BROOK BETWEEN EXITS 6 & 7 - 099/066 & 099/067 |
| E-19 | MANCHESTER | 14170 | 2005 | P | ISLAND POND ROAD | DECK REPLACEMENT; PIER REHABILITATION; SEISMIC RETROFIT, OVER I-93 - 166/124 & 166/125 |
| E-19 | MANCHESTER | 14170 | 2005 | R | ISLAND POND ROAD | DECK REPLACEMENT; PIER REHABILITATION; SEISMIC RETROFIT, OVER I-93 - 166/124 & 166/125 |
| E-19 | MANCHESTER | 14170 | 2011 | C | ISLAND POND ROAD | DECK REPLACEMENT; PIER REHABILITATION; SEISMIC RETROFIT, OVER I-93 - 166/124 & 166/125 |
| | MANCHESTER | 14306 | 2008 | P | ISLAND POND ROAD | BRIDGE REPLACEMENT OVER HOGG BROOK - 169/137 |
| | MANCHESTER | 14306 | 2008 | R | ISLAND POND ROAD | BRIDGE REPLACEMENT OVER HOGG BROOK - 169/137 |

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| | MANCHESTER | 14306 | 2008 | C | ISLAND POND ROAD | BRIDGE REPLACEMENT OVER HOGG BROOK - 169/137 |
| E-10 | MANCHESTER - AUBURN | 12609 | 2005 | C | NH 101 | REHAB FROM I-93 EAST TO SEVERANCE BROOK |
| E-10 | MANCHESTER - HOOKSETT | | 2010 | P | I-93 | COLD PLANE 2" AND 3" OVERLAY FROM THE MERRIMACK RIVER TO I-293 (1.0 MILES) |
| E-10 | MANCHESTER - HOOKSETT | | 2012 | C | I-93 | COLD PLANE 2" AND 3" OVERLAY FROM THE MERRIMACK RIVER TO I-293 (1.0 MILES) |
| E-4 | MANCHESTER - HOOKSETT - BOW | 13917 | 2009 | R | NH 3A | SAFETY IMPROVEMENTS, INCLUDING SHOULDER WIDENINGS & INTERSECTION IMPROVEMENTS FROM I-293 EXIT 7 TO I-89 |
| E-4 | MANCHESTER - HOOKSETT - BOW | 13917 | 2010 | P | NH 3A | SAFETY IMPROVEMENTS, INCLUDING SHOULDER WIDENINGS & INTERSECTION IMPROVEMENTS FROM I-293 EXIT 7 TO I-89 |
| E-4 | MANCHESTER - HOOKSETT - BOW | 13917 | 2012 | C | NH 3A | SAFETY IMPROVEMENTS, INCLUDING SHOULDER WIDENINGS & INTERSECTION IMPROVEMENTS FROM I-293 EXIT 7 TO I-89 |
| DNA | MANCHESTER - LONDONDERRY | | 2005 | C | MANCHESTER AIRPORT | RECONSTRUCTION OF RUNWAY #6 |
| DNA | MANCHESTER - LONDONDERRY | | 2005 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| DNA | MANCHESTER - LONDONDERRY | | 2005 | U | MANCHESTER AIRPORT | SOUNDPROOFING PROGRAM |
| DNA | MANCHESTER - LONDONDERRY | | 2006 | C | MANCHESTER AIRPORT | EXTEND RUNWAY 24 SAFETY AREA |
| DNA | MANCHESTER - LONDONDERRY | | 2006 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| DNA | MANCHESTER - LONDONDERRY | | 2006 | U | MANCHESTER AIRPORT | SOUNDPROOFING PROGRAM |
| DNA | MANCHESTER - LONDONDERRY | | 2007 | C | MANCHESTER AIRPORT | EXTEND RUNWAY 24 SAFETY AREA |
| DNA | MANCHESTER - LONDONDERRY | | 2007 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| DNA | MANCHESTER - LONDONDERRY | | 2007 | U | MANCHESTER AIRPORT | SOUNDPROOFING PROGRAM |
| DNA | MANCHESTER - LONDONDERRY | | 2008 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| DNA | MANCHESTER - LONDONDERRY | | 2008 | U | MANCHESTER AIRPORT | SOUNDPROOFING PROGRAM |
| DNA | MANCHESTER - LONDONDERRY | | 2009 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |

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|---|---|---|---|---|---|---|
| DNA | MANCHESTER - LONDONDERRY | | 2010 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| DNA | MANCHESTER - LONDONDERRY | | 2011 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| DNA | MANCHESTER - LONDONDERRY | | 2012 | U | MANCHESTER AIRPORT | BOND REIMBURSMENT- LETTER OF INTENT (FAA) |
| E-45 | MANCHESTER - WEARE | 13898 | 2005 | C | | PHASE 2: DEVELOPMENT OF THE FORMER MANCHESTER & NO. WEARE RAILROAD INTO AN ALTERNATIVE TRANS. SYSTEM & REC. TRAIL; CONSTRUCT REMAINING 1.3 MILES ABANDONED RAILROAD IN MANCHESTER WHICH EXTENDS FROM WEST SIDE OF SO. MAIN ST TO GOFFSTOWN [02-38TE] |
| E-6 | MARLBOROUGH | | 2008 | P | NH 101 | IMPROVEMENTS FROM RYAN ROAD TO JEWETT STREET |
| E-6 | MARLBOROUGH | | 2009 | P | NH 101 | IMPROVEMENTS FROM RYAN ROAD TO JEWETT STREET |
| E-4 | MASON - GREENVILLE | | 2004 | C | NH 31 | CONSTRUCT SHOULDERS FROM MASS S/L 3.7 MILES NORTHERLY TO NH 123 NORTH |
| ATT | MEREDITH | | 2008 | P | NH 106 | RECONSTRUCT & ADD 4' SHOULDERS FROM LACONIA T/L TO NEW US 3 INTERSECTION - APPROX. 2.0 MILES |
| ATT | MEREDITH | | 2011 | R | NH 106 | RECONSTRUCT & ADD 4' SHOULDERS FROM LACONIA T/L TO NEW US 3 INTERSECTION - APPROX. 2.0 MILES |
| ATT | MEREDITH | 10430 | 2005 | P | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 10430 | 2006 | P | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 10430 | 2007 | P | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 10430 | 2007 | R | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 10430 | 2008 | R | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 10430 | 2009 | C | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 10430 | 2012 | C | NH 25 | RECONSTRUCTION FROM CENTER HARBOR TOWN LINE SOUTH 3.2 MILES TO PLEASANT STREET APPROXIMATELY |
| ATT | MEREDITH | 11386 | 2005 | P | US 3 | WIDEN & SIGNALIZE PARADE ROAD INTERSECTION |
| ATT | MEREDITH | 11386 | 2006 | C | US 3 | WIDEN & SIGNALIZE PARADE ROAD INTERSECTION |
| ATT | MEREDITH | 12163 | 2004 | C | US 3 | RECONSTRUCT 2500' OF SIDEWALK FOR SAFETY [94-51TE] |

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|---|---|---|---|---|---|---|
| ATT | MEREDITH | 12587 | 2003 | C | US 3 | 1 MI NORTH OF US 3 & NH 25 INTERSECTION, EXTEND BOX CULVERT |
| ATT | MEREDITH | 13899 | 2005 | C | WAUKEWAN STREET | WAUKEWAN SIDEWALK AND MULTI-USE PATHWAY: CONSTRUCT 5' WIDE SIDEWALK WITH GRANITE CURB FOR APPROXIMATELY 3510 LF ON WAUKEWAN STREET; CONSTRUCT 6-8' WIDE MULTI USE PATH FOR APPROXIMATELY 2650 LF LOCATED ALONG THE NHDOT RAIL CORRIDOR [02-39TE] |
| ATT | MEREDITH | 14055 | 2003 | C | US 3 | INTERSECTION IMPROVEMENTS @ PLYMOUTH STREET |
| ATT | MEREDITH | 14118 | 2004 | C | US 3 / NH 25 | INSTALL TEMPORARY TRAFFIC ISLAND BY THE TOWN DOCKS AS A TRAFFIC CONTROL CALMING MEASURE UNTIL THANKSGIVING HOLIDAY |
| ATT | MEREDITH | 14180 | 2004 | C | NH 25 | INSTALL A FAST AUTOMATIC ANTI-ICING SYSTEM, EAST OF US 3 INTERSECTION |
| N/E | MERRIMACK | | 2009 | P | US 3 | CAPACITY IMPROVEMENTS TO IMPROVE TRAFFIC FLOW AT A NUMBER OF INTERSECTIONS AS IDENTIFIED IN RECENT STUDIES COMPLETED BY THE TOWN OF MERRIMACK |
| E-33 | MERRIMACK | 04-36TE | 2008 | P | DW HIGHWAY | TOWN CENTER SIDEWALK PROJECT - CONSTRUCT SIDEWALKS ALONG THE DW HIGHWAY IN TOWN CENTER (WEST SIDE) TO FILL IN SEVERAL GAPS IN EXISTING SIDEWALK SYSTEM. PROVIDE CROSSWALKS TO IMPROVEMENTS PLANNED FOR THE EAST SIDE OF THE DW HIGHWAY WHICH ARE CURRENTLY IN |
| E-33 | MERRIMACK | 04-36TE | 2009 | C | DW HIGHWAY | TOWN CENTER SIDEWALK PROJECT - CONSTRUCT SIDEWALKS ALONG THE DW HIGHWAY IN TOWN CENTER (WEST SIDE) TO FILL IN SEVERAL GAPS IN EXISTING SIDEWALK SYSTEM. PROVIDE CROSSWALKS TO IMPROVEMENTS PLANNED FOR THE EAST SIDE OF THE DW HIGHWAY WHICH ARE CURRENTLY IN |
| E-19 | MERRIMACK | 12105 | 2004 | P | CENTRAL TPK | REHAB & WIDEN BRIDGE ON FEE Tpk NB & SB OVER SOUHEGAN RIVER - 111/115 |
| E-19 | MERRIMACK | 12105 | 2007 | C | CENTRAL TPK | REHAB & WIDEN BRIDGE ON FEE Tpk NB & SB OVER SOUHEGAN RIVER - 111/115 |
| N/E | MERRIMACK | 12259 | 2012 | C | US 3 | PARK'N'RIDE, 250 SPACES - INTERMODAL FACILITY NEAR RR FACILITY, FEE Tpk, AND US 3 [94-40CM] |
| E-33 | MERRIMACK | 13494 | 2005 | C | D.W. HWY | CONSTRUCT 2400' SIDEWALK ON EAST SIDE OF ROAD (DW Hwy) FROM FRAZIER SQUARE TO TWIN BRIDGE PARK [00-62TE] |
| E-19 | MERRIMACK | 13923 | 2003 | P | MCGAW BRIDGE RD | BRIDGE REPLACEMENT OVER BABOOSIC BROOK - 116/137 |
| E-19 | MERRIMACK | 13923 | 2003 | R | MCGAW BRIDGE RD | BRIDGE REPLACEMENT OVER BABOOSIC BROOK - 116/137 |
| E-19 | MERRIMACK | 13923 | 2007 | C | MCGAW BRIDGE RD | BRIDGE REPLACEMENT OVER BABOOSIC BROOK - 116/137 |
| | MERRIMACK | 14091 | 2006 | C | BEDFORD ROAD | BRIDGE REPLACEMENT OVER BABOOSIC BROOK - 095/166 |
| N/E | MERRIMACK - BEDFORD | 13761 | 2012 | P | F.E.E.Tpk | WIDEN TURNPIKE TO A 3 LANE TYPICAL FROM EXIT 11 IN MERRIMACK TO THE BEDFORD TOLL PLAZA TO MEET CURRENT AND PROJECTED VOLUME |
| | MERRIMACK - NASHUA | 13964 | 2005 | R | MANCHESTER STREET | BRIDGE REPLACEMENT OVER PENNICHUCK RESERVOIR - 120/026 |
| | MERRIMACK - NASHUA | 13964 | 2006 | C | MANCHESTER STREET | BRIDGE REPLACEMENT OVER PENNICHUCK RESERVOIR - 120/026 |

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| E-36 | METRO PLANNING | 085-MP-1 | 2005 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2006 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2007 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2008 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2009 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2010 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2011 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-1 | 2012 | P | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2005 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2006 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2007 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2008 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2009 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2010 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2011 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-2 | 2012 | P | | NASHUA METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2005 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2006 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-36 | METRO PLANNING | 085-MP-3 | 2007 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2008 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2009 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2010 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2011 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-3 | 2012 | P | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2005 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2006 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2007 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2008 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2009 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2010 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2011 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 085-MP-4 | 2012 | P | | SEACOAST METROPOLITAN PLANNING ORGANIZATION, ANTICIPATED FUNDS FOR UNIFIED PLANNING WORK PROGRAMS |
| E-36 | METRO PLANNING | 5303-MP-1 | 2003 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2004 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2005 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2006 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2007 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2008 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-36 | METRO PLANNING | 5303-MP-1 | 2009 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2010 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2011 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-1 | 2012 | U | | MANCHESTER METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2003 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2004 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2005 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2006 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2007 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2008 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2009 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2010 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2011 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-2 | 2012 | U | | NASHUA METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2003 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2004 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2005 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2006 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2007 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2008 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2009 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2010 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-36 | METRO PLANNING | 5303-MP-3 | 2011 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-3 | 2012 | U | | SALEM - PLAISTOW - WINDHAM METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2003 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2004 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2005 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2006 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2007 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2008 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2009 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2010 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2011 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| E-36 | METRO PLANNING | 5303-MP-4 | 2012 | U | | SEACOAST METROPOLITAN PLANNING ORGANIZATION TRANSIT PLANNING |
| ATT | MILAN | | 2005 | U | BERLIN AIRPORT | RUNWAY OVERLAY |
| ATT | MILAN | | 2006 | U | BERLIN AIRPORT | PURCHASE SNOW REMOVAL EQUIPMENT |
| ATT | MILAN | | 2006 | U | BERLIN AIRPORT | SNOW REMOVAL EQUIPMENT BUILDING EXPANSION |
| ATT | MILAN | | 2008 | U | BERLIN AIRPORT | AIRCRAFT APRON EXPANSION |
| ATT | MILAN | | 2009 | U | BERLIN AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | MILAN | | 2010 | U | BERLIN AIRPORT | PARALLEL TAXIWAY |
| ATT | MILAN | | 2011 | U | BERLIN AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | MILAN | | 2012 | U | BERLIN AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | MILAN | 14148 | 2004 | R | | PURCHASE AND SURVEY PROPERTY ADJACENT TO MILAN 106 PATROL SHED |
| ATT | MILAN - DUMMER | | 2008 | P | NH 16 | UPGRADE ROADWAY FROM SOUTH OF MILAN VILLAGE NORTH TO DUMMER / CAMBRIDGE / ERROL PROJECT - RECONSTRUCT BASE TO NEGATE NEED FOR SPRING ROAD BAN & ADD 5' SHOULDERS |
| ATT | MILAN - DUMMER | | 2010 | P | NH 16 | UPGRADE ROADWAY FROM SOUTH OF MILAN VILLAGE NORTH TO DUMMER / CAMBRIDGE / ERROL PROJECT - RECONSTRUCT BASE TO NEGATE NEED FOR SPRING ROAD BAN & ADD 5' SHOULDERS |

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|---|---|---|---|---|---|---|
| ATT | MILAN - DUMMER | | 2011 | P | NH 16 | UPGRADE ROADWAY FROM SOUTH OF MILAN VILLAGE NORTH TO DUMMER / CAMBRIDGE / ERROL PROJECT - RECONSTRUCT BASE TO NEGATE NEED FOR SPRING ROAD BAN & ADD 5' SHOULDERS |
| ATT | MILAN - DUMMER | | 2012 | R | NH 16 | UPGRADE ROADWAY FROM SOUTH OF MILAN VILLAGE NORTH TO DUMMER / CAMBRIDGE / ERROL PROJECT - RECONSTRUCT BASE TO NEGATE NEED FOR SPRING ROAD BAN & ADD 5' SHOULDERS |
| E-10 | MILFORD | | 2008 | P | NH 101A & NH 13 | IMPROVEMENTS IN THE AREA KNOWN AS THE "OVAL" TO IMPROVE TRAFFIC FLOW BASED ON RESULTS OF ONGOING TRAFFIC STUDIES WITHIN THE TOWN |
| E-10 | MILFORD | | 2012 | R | NH 101A & NH 13 | IMPROVEMENTS IN THE AREA KNOWN AS THE "OVAL" TO IMPROVE TRAFFIC FLOW BASED ON RESULTS OF ONGOING TRAFFIC STUDIES WITHIN THE TOWN |
| E-53 | MILFORD TO NASHUA | 10136 | 2005 | P | NH 101A | ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY |
| E-53 | MILFORD TO NASHUA | 10136 | 2005 | R | NH 101A | ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY |
| E-53 | MILFORD TO NASHUA | 10136 | 2008 | R | NH 101A | ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY |
| E-53 | MILFORD TO NASHUA | 10136 | 2009 | C | NH 101A | ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY |
| E-53 | MILFORD TO NASHUA | 10136 | 2011 | C | NH 101A | ROADWAY IMPROVEMENTS FROM NH 101 TO FEE TPK (7.5 MILES); CONSTRUCTION PROJECTS TO BE DETERMINED BY CORRIDOR STUDY |
| N/E | MILTON | 13874 | 2005 | P | VARIOUS | CONSTRUCTION OF SIDEWALKS TO CONNECT: ELEMENTARY SCHOOL WITH HIGH SCHOOL & LIBRARY; LEARNING CENTER, CHURCH, & VFW WITH MAJOR RESIDENTIAL AREAS; REMAINING LINKS TO ADDRESS COMMUTER FLOWS FROM REMICK & STEEPLE STREETS [02-19CM] |
| N/E | MILTON | 13874 | 2006 | C | VARIOUS | CONSTRUCTION OF SIDEWALKS TO CONNECT: ELEMENTARY SCHOOL WITH HIGH SCHOOL & LIBRARY; LEARNING CENTER, CHURCH, & VFW WITH MAJOR RESIDENTIAL AREAS; REMAINING LINKS TO ADDRESS COMMUTER FLOWS FROM REMICK & STEEPLE STREETS [02-19CM] |
| E-6 | MILTON | 14123 | 2004 | C | NH 75 | SLIPLINE 24" CMP, 1100 FEET WEST OF NH 16 |
| E-19 | MILTON, NH - LEBANON, ME | 13748 | 2005 | C | GARAGE WAY | BRIDGE REPLACEMENT OVER SALMON FALLS RIVER - 198/131 |
| ATT | MONROE, NH - BARNET, VT | | 2006 | C | MCINDOES STREET | PAINT SUPERSTRUCTURE OVER CONNECTICUT RIVER - 081/106 |
| ATT | MONROE, NH - BARNET, VT | 14042 | 2011 | P | McINDOE FALLS ROAD | BRIDGE REHABILITATION & PAINT OVER CONNECTICUT RIVER - 081/106 (#19; 307-"A") |
| ATT | MONROE, NH - BARNET, VT | 14042 | 2012 | P | McINDOE FALLS ROAD | BRIDGE REHABILITATION & PAINT OVER CONNECTICUT RIVER - 081/106 (#19; 307-"A") |

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|---|---|---|---|---|---|---|
| ATT | MONROE, NH - BARNET, VT | 14095 | 2005 | C | McINDOES STREET | REHABILITATE WOODEN DECK OVER CONNECTICUT RIVER - 081/106 TO INCLUDE LIMITED PAINTING OF STRINGERS |
| ATT | MOULTONBOROUGH | | 2005 | P | NH 25 | ROADWAY RECONSTRUCTION FROM MOULTONBOROUGH NECK ROAD EASTERLY 3.5 MILES TO NH 109 SOUTH TO INCLUDE THE RECONSTRUCTION OF THE INTERSECTION OF NH 25 AND NH 109 NORTH |
| ATT | MOULTONBOROUGH | | 2009 | P | NH 25 | ROADWAY RECONSTRUCTION FROM MOULTONBOROUGH NECK ROAD EASTERLY 3.5 MILES TO NH 109 SOUTH TO INCLUDE THE RECONSTRUCTION OF THE INTERSECTION OF NH 25 AND NH 109 NORTH |
| ATT | MOULTONBOROUGH | | 2010 | R | NH 25 | ROADWAY RECONSTRUCTION FROM MOULTONBOROUGH NECK ROAD EASTERLY 3.5 MILES TO NH 109 SOUTH TO INCLUDE THE RECONSTRUCTION OF THE INTERSECTION OF NH 25 AND NH 109 NORTH |
| ATT | MOULTONBOROUGH | | 2011 | R | NH 25 | ROADWAY RECONSTRUCTION FROM MOULTONBOROUGH NECK ROAD EASTERLY 3.5 MILES TO NH 109 SOUTH TO INCLUDE THE RECONSTRUCTION OF THE INTERSECTION OF NH 25 AND NH 109 NORTH |
| ATT | MOULTONBOROUGH | | 2012 | C | NH 25 | ROADWAY RECONSTRUCTION FROM MOULTONBOROUGH NECK ROAD EASTERLY 3.5 MILES TO NH 109 SOUTH TO INCLUDE THE RECONSTRUCTION OF THE INTERSECTION OF NH 25 AND NH 109 NORTH |
| ATT | MOULTONBOROUGH | 04-38TE | 2006 | P | MOULTONBOROUGH NECK RD | MOULTONBOROUGHPATHWAY PHASE II - CONSTRUCT 4' SHOULDERS ON BOTH SIDES OF ROAD FOR APPROX. 12,000' BETWEEN HIGHWAY GARAGE RD AND KONA FARM RD (Phase 2 of 3, Phase 1 is an Approved TE Project (#13497) ) [04-38TE] |
| ATT | MOULTONBOROUGH | 04-38TE | 2007 | C | MOULTONBOROUGH NECK RD | MOULTONBOROUGHPATHWAY PHASE II - CONSTRUCT 4' SHOULDERS ON BOTH SIDES OF ROAD FOR APPROX. 12,000' BETWEEN HIGHWAY GARAGE RD AND KONA FARM RD (Phase 2 of 3, Phase 1 is an Approved TE Project (#13497) ) [04-38TE] |
| E-25 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | BUS EQUIPMENT |
| E-36 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| E-21 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | JOB ACCESS REVERSE COMMUTE (JARC) FUNDS |
| E-31 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | BUS GARAGE |
| E-24 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-21 | NASHUA | | 2003 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| E-34 | NASHUA | | 2003 | U | EAST HOLLIS | TRANSIT STUDY |
| E-36 | NASHUA | | 2004 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2004 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| E-21 | NASHUA | | 2004 | U | NASHUA TRANSIT SYSTEM | JOB ACCESS REVERSE COMMUTE (JARC) FUNDS |

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|---|---|---|---|---|---|---|
| E-31 | NASHUA | | 2004 | U | NASHUA TRANSIT SYSTEM | BUS GARAGE |
| E-24 | NASHUA | | 2004 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-21 | NASHUA | | 2004 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| E-36 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| E-21 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | JOB ACCESS REVERSE COMMUTE (JARC) FUNDS |
| DNA | NASHUA | | 2005 | U | BOIRE FIELD | PARALLEL RUNWAY (PHASE I & II) |
| E-31 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | BUS GARAGE |
| E-24 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-22 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | NON-REVENUE VEHICLES |
| E-21 | NASHUA | | 2005 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| E-36 | NASHUA | | 2006 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2006 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| DNA | NASHUA | | 2006 | U | BOIRE FIELD | PROPERTY ACQUISITION |
| DNA | NASHUA | | 2006 | U | BOIRE FIELD | RECONSTRUCT GRASS APRON TO PAVEMENT |
| E-31 | NASHUA | | 2006 | U | NASHUA TRANSIT SYSTEM | BUS GARAGE |
| E-24 | NASHUA | | 2006 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-22 | NASHUA | | 2006 | U | NASHUA TRANSIT SYSTEM | NON-REVENUE VEHICLES |
| E-21 | NASHUA | | 2006 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| ATT | NASHUA | | 2007 | C | BOIRE FIELD | TERMINAL RAMP RECONSTRUCTION |
| E-25 | NASHUA | | 2007 | U | NASHUA TRANSIT SYSTEM | BUS EQUIPMENT |
| E-36 | NASHUA | | 2007 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2007 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| E-31 | NASHUA | | 2007 | U | NASHUA TRANSIT SYSTEM | BUS GARAGE |
| E-24 | NASHUA | | 2007 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |

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|---|---|---|---|---|---|---|
| E-21 | NASHUA | | 2007 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| N/E | NASHUA | | 2008 | P | EAST HOLLIS STREET | RECONSTRUCTION OF EAST HOLLIS STREET FROM MAIN STREET TO HUDSON TOWN LINE TO IMPROVE CAPACITY |
| E-36 | NASHUA | | 2008 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2008 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| DNA | NASHUA | | 2008 | U | BOIRE FIELD | SNOW REMOVAL EQUIPMENT |
| E-24 | NASHUA | | 2008 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-21 | NASHUA | | 2008 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| DNA | NASHUA | | 2009 | P | BOIRE FIELD | DESIGN & CONSTRUCT RUNWAY REHABILITATION |
| E-36 | NASHUA | | 2009 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2009 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| E-24 | NASHUA | | 2009 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-21 | NASHUA | | 2009 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| N/E | NASHUA | | 2010 | P | EAST HOLLIS STREET | RECONSTRUCTION OF EAST HOLLIS STREET FROM MAIN STREET TO HUDSON TOWN LINE TO IMPROVE CAPACITY |
| DNA | NASHUA | | 2010 | C | BOIRE FIELD | DESIGN & CONSTRUCT RUNWAY REHABILITATION |
| E-36 | NASHUA | | 2010 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2010 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| DNA | NASHUA | | 2010 | U | BOIRE FIELD | PROPERTY ACQUISITION |
| E-24 | NASHUA | | 2010 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-21 | NASHUA | | 2010 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| E-25 | NASHUA | | 2011 | U | NASHUA TRANSIT SYSTEM | BUS EQUIPMENT |
| E-36 | NASHUA | | 2011 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2011 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| DNA | NASHUA | | 2011 | U | BOIRE FIELD | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| E-24 | NASHUA | | 2011 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-21 | NASHUA | | 2011 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| E-36 | NASHUA | | 2012 | U | NASHUA TRANSIT SYSTEM | CAPITAL PLANNING PROGRAM |
| E-21 | NASHUA | | 2012 | U | NASHUA TRANSIT SYSTEM | OPERATING ASSISTANCE |
| DNA | NASHUA | | 2012 | U | BOIRE FIELD | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| E-24 | NASHUA | | 2012 | U | NASHUA TRANSIT SYSTEM | CAPITAL EQUIPMENT |
| E-21 | NASHUA | | 2012 | U | NASHUA TRANSIT SYSTEM | PREVENTIVE MAINTENANCE |
| N/E | NASHUA | 04-30CM | 2007 | P | VARIOUS | TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS [04-30CM] |
| N/E | NASHUA | 04-30CM | 2008 | C | VARIOUS | TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS [04-30CM] |
| N/E | NASHUA | 10040A | 2005 | P | BROAD STREET PARKWAY | SECOND RIVER BRIDGE CROSSING OVER NASHUA RIVER |
| N/E | NASHUA | 10040A | 2005 | R | BROAD STREET PARKWAY | SECOND RIVER BRIDGE CROSSING OVER NASHUA RIVER |
| N/E | NASHUA | 10040G | 2008 | C | SARGENT AVENUE | RECONSTRUCTION AND EXTENSION FROM AMHERST STREET, OVER B&M RAILROAD AND THE FUTURE BROAD STREET PARKWAY TO FAIRMOUNT STREET, WITH CONNECTOR TO FUTURE PARKWAY |
| N/E | NASHUA | 10040H | 2008 | C | BROAD STREET PARKWAY | CONSTRUCTION FROM NASHUA RIVER WESTERLY TO BROAD STREET (TO SUBGRADE ONLY) |
| N/E | NASHUA | 10040I | 2009 | C | BROAD STREET PARKWAY | CONSTRUCTION OF BRIDGE OVER NASHUA RIVER; FAIRMOUNT STREET BRIDGE OVER PARKWAY |
| N/E | NASHUA | 10040J | 2006 | C | BROAD STREET PARKWAY | CONSTRUCTION FROM WEST HOLLIS STREET TO PINE STREET EXTENSION INCLUDING BRIDGE OVER CANAL |
| N/E | NASHUA | 10040K | 2011 | C | BROAD STREET PARKWAY | BASE COURSES, WEARING COURSES, SIGNING, MARKINGS, RR CROSSING, AND SIGNALS |
| N/E | NASHUA | 10040L | 2012 | C | BROAD STREET PARKWAY | PROJECT WIDE LANDSCAPING |
| N/E | NASHUA | 10040M | 2005 | C | BROAD STREET PARKWAY | CHIMNEY STABILIZATION |
| N/E | NASHUA | 10040N | 2004 | R | BROAD STREET PARKWAY | DEMOLITION OF FIMBEL DOOR BUILDING |
| N/E | NASHUA | 10040N | 2005 | R | BROAD STREET PARKWAY | DEMOLITION OF FIMBEL DOOR BUILDING |
| N/E | NASHUA | 10040P | 2005 | R | BROAD STREET PARKWAY | BUILDING DEMOLITION PROJECT WIDE (TO CONSTRUCT SECOND BRIDGE CROSSING OF NASHUA RIVER) |
| N/E | NASHUA | 10040S | 2007 | R | BROAD STREET PARKWAY | DEMOLITION OF "NIMCO" BUILDING |
| N/E | NASHUA | 10040T | 2006 | R | BROAD STREET PARKWAY | MILLYARD UTILITY RELOCATION |

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|---|---|---|---|---|---|---|
| N/E | NASHUA | 10136A | 2005 | P | NH 101A | WIDENING BETWEEN CELINA AVENUE INTERSECTION TO AMHERST STREET MALL INTERSECTION (1.5 MILES) TO EXPAND FROM EXISTING FIVE LANES TO SEVEN LANES AS RECOMMENDED BY CORRIDOR STUDY [Const Only, Pe/Row Under 10136 Milford to Nashua] |
| N/E | NASHUA | 10136A | 2007 | R | NH 101A | WIDENING BETWEEN CELINA AVENUE INTERSECTION TO AMHERST STREET MALL INTERSECTION (1.5 MILES) TO EXPAND FROM EXISTING FIVE LANES TO SEVEN LANES AS RECOMMENDED BY CORRIDOR STUDY [Const Only, Pe/Row Under 10136 Milford to Nashua] |
| N/E | NASHUA | 10136A | 2008 | C | NH 101A | WIDENING BETWEEN CELINA AVENUE INTERSECTION TO AMHERST STREET MALL INTERSECTION (1.5 MILES) TO EXPAND FROM EXISTING FIVE LANES TO SEVEN LANES AS RECOMMENDED BY CORRIDOR STUDY [Const Only, Pe/Row Under 10136 Milford to Nashua] |
| E-33 | NASHUA | 12650 | 2005 | C | DANIEL WEBSTER HIGHWAY | ENHANCE PED SAFETY, COMPLETE SIDEWALK LINKAGES, PLACE X-WALKS, INSTALL PED SIGNALS, ACTIVATION BUTTONS @ LOCATIONS WITH HIGH PED/AUTO TRAFFIC [96-07TE] |
| N/E | NASHUA | 13117 | 2005 | P | FEE TPK | CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM; FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES [98-13CM] |
| N/E | NASHUA | 13117 | 2005 | R | FEE TPK | CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM; FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES [98-13CM] |
| N/E | NASHUA | 13117 | 2006 | C | FEE TPK | CONSTRUCT 1000 SPACE PARK'N'RIDE NEAR B&M RR WITH RAIL PLATFORM; FACILITY WILL BE USED FOR CAR POOL, VANPOOL, & PASSENGER RAIL MODES [98-13CM] |
| N/E | NASHUA | 13130 | 2005 | R | DANIEL WEBSTER HIGHWAY | OPTIMIZATION IMPROVEMENTS TO 20 SIGNALIZED INTERSECTIONS; CONSTRUCT 2200' ROAD TO INCLUDE 2 LANES, BIKE LANE & WILL BE RESTRICTED TO BUS/TRANSIT, HOV, PEDESTRIANS, & BIKES DURING PEAK HOURS [98-12CM] |
| N/E | NASHUA | 13130 | 2005 | C | DANIEL WEBSTER HIGHWAY | OPTIMIZATION IMPROVEMENTS TO 20 SIGNALIZED INTERSECTIONS; CONSTRUCT 2200' ROAD TO INCLUDE 2 LANES, BIKE LANE & WILL BE RESTRICTED TO BUS/TRANSIT, HOV, PEDESTRIANS, & BIKES DURING PEAK HOURS [98-12CM] |
| E-33 | NASHUA | 13498 | 2005 | C | | RESTORE UTILITY BRIDGE OVER NASHUA RIVER TO ACCOMMODATE PATHWAY CROSSING [00-67TE] |
| N/E | NASHUA | 13513 | 2005 | C | TRANSIT | EXPANSION BUS SERVICE [00-15CM] |
| N/E | NASHUA | 13513 | 2006 | C | TRANSIT | EXPANSION BUS SERVICE [00-15CM] |
| N/E | NASHUA | 13514 | 2006 | C | | PURCHASE COMMUTER RAIL EQUIPMENT [00-12CM] |
| N/E | NASHUA | 13514 | 2007 | C | | PURCHASE COMMUTER RAIL EQUIPMENT [00-12CM] |
| N/E | NASHUA | 13782 | 2003 | C | FEE Tpk | UNDER A DESIGN/BUILD CONTRACT WITH MA HIGHWAY TO WIDEN US 3 / FEE Tpk AT THE STATE LINE IN NASHUA, COMPENSATION OF CONSTRUCTION COSTS TO MODERN CONTINENTAL CONSTRUCTION INC |

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|---|---|---|---|---|---|---|
| N/E | NASHUA | 13875 | 2008 | P | | PROVIDE 3 YEARS OPERATING SUPPORT FOR LOWELL - NASHUA COMMUTER RAIL STARTUP [02-22CM] |
| E-53 | NASHUA | 13931 | 2005 | P | NH 130 | BROAD STREET RECONSTRUCTION FROM COBURN AVE TO COLISEUM AVE, INCLUDING DUBLIN AVE, TO PROVIDE SHOULDERS / SAFETY IMPROVEMENTS |
| E-53 | NASHUA | 13931 | 2005 | R | NH 130 | BROAD STREET RECONSTRUCTION FROM COBURN AVE TO COLISEUM AVE, INCLUDING DUBLIN AVE, TO PROVIDE SHOULDERS / SAFETY IMPROVEMENTS |
| E-53 | NASHUA | 13931 | 2009 | C | NH 130 | BROAD STREET RECONSTRUCTION FROM COBURN AVE TO COLISEUM AVE, INCLUDING DUBLIN AVE, TO PROVIDE SHOULDERS / SAFETY IMPROVEMENTS |
| N/E | NASHUA | 68000 | 2005 | U | | COMMUTER RAIL EXTENSION |
| N/E | NASHUA | 68000 | 2006 | U | | COMMUTER RAIL EXTENSION |
| N/E | NASHUA | 68000 | 2007 | U | | COMMUTER RAIL EXTENSION |
| E-43 | NASHUA - CONCORD / SEABROOK - PORTSMOUTH - MILTON | 13730 | 2003 | C | TURNPIKE | FORCE ACCOUNT REPLACEMENT OF HIGHWAY SIGNS AND TRAFFIC CONTROL DEVICES ON THE TURNPIKE SYSTEM FOR FISCAL YEAR 2003 |
| N/E | NASHUA - HUDSON | 10644 | 2003 | P | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| N/E | NASHUA - HUDSON | 10644 | 2003 | R | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| N/E | NASHUA - HUDSON | 10644 | 2004 | P | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| N/E | NASHUA - HUDSON | 10644 | 2004 | R | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| N/E | NASHUA - HUDSON | 10644 | 2005 | R | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| N/E | NASHUA - HUDSON | 10644 | 2012 | P | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| N/E | NASHUA - HUDSON | 10644 | 2012 | R | CIRCUMFERENTIAL HWY | DESIGN NORTH SEGMENT BETWEEN NH 111 & FEE TURNPIKE: PHASE 1 - R.O.W. SEGMENT NH 3A TO FEE TURNPIKE; PHASE 2 - R.O.W. SEGMENT NH 3A TO NH 102; PHASE 3 - R.O.W. SEGMENT NH 102 TO NH 111 |
| E-10 | NASHUA TO CONCORD | | 2007 | C | CENTRAL TURNPIKE | RESURFACING FOR SFY 2007 |
| E-10 | NASHUA TO CONCORD | 14299 | 2006 | P | CENTRAL TURNPIKE | RESURFACING FOR SFY 2006 |

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|---|---|---|---|---|---|---|
| E-10 | NASHUA TO CONCORD | 14299 | 2006 | C | CENTRAL TURNPIKE | RESURFACING FOR SFY 2006 |
| | NEW BOSTON | 14247 | 2009 | P | LYNDEBOROUGH ROAD | BRIDGE REPLACEMENT OVER SOUTH BRANCH OF PISCATAQUOG RIVER - 064/056 |
| | NEW BOSTON | 14247 | 2009 | R | LYNDEBOROUGH ROAD | BRIDGE REPLACEMENT OVER SOUTH BRANCH OF PISCATAQUOG RIVER - 064/056 |
| | NEW BOSTON | 14247 | 2009 | C | LYNDEBOROUGH ROAD | BRIDGE REPLACEMENT OVER SOUTH BRANCH OF PISCATAQUOG RIVER - 064/056 |
| | NEW CASTLE - RYE | | 2011 | C | NH 1B | REHABILITATE SINGLE LEAF BASCULE MOVEABLE BRIDGE OVER LITTLE HARBOR - 066/071 |
| ATT | NEW HAMPTON | | 2004 | C | NH 104 | EXPANSION OF PARK'N'RIDE |
| ATT | NEW HAMPTON | 13604 | 2004 | C | WINONA ROAD | REHABILITATION OF THE NH-RR BRIDGE - 251/054 |
| ATT | NEW HAMPTON | 13876 | 2005 | P | NH 104 | EXIT 23 PARK'N'RIDE EXPANSION [02-24CM] |
| ATT | NEW HAMPTON | 13876 | 2006 | C | NH 104 | EXIT 23 PARK'N'RIDE EXPANSION [02-24CM] |
| ATT | NEW HAMPTON - MEREDITH | | 2008 | P | NH 104 | RECONSTRUCTION FROM I-93 TO MEREDITH CENTER RD. TO IMPROVE HORIZONTAL AND VERTICAL ALIGNMENT AND TO WIDEN SHOULDERS [APPROX. 4 MILES] |
| ATT | NEW HAMPTON - MEREDITH | | 2012 | R | NH 104 | RECONSTRUCTION FROM I-93 TO MEREDITH CENTER RD. TO IMPROVE HORIZONTAL AND VERTICAL ALIGNMENT AND TO WIDEN SHOULDERS [APPROX. 4 MILES] |
| E-19 | NEW IPSWICH | | 2006 | P | NH 123 / 124 | REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093 |
| E-19 | NEW IPSWICH | | 2007 | P | NH 123 / 124 | REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093 |
| E-19 | NEW IPSWICH | | 2008 | R | NH 123 / 124 | REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093 |
| E-19 | NEW IPSWICH | | 2009 | C | NH 123 / 124 | REPLACE BRIDGE OVER SOUHEGAN RIVER - 157/093 |
| | NEW IPSWICH | 13965 | 2005 | R | OLD COUNTRY ROAD | BRIDGE REPLACEMENT OVER WATER LOOM POND OUTLET - 145/089 |
| | NEW IPSWICH | 13965 | 2005 | C | OLD COUNTRY ROAD | BRIDGE REPLACEMENT OVER WATER LOOM POND OUTLET - 145/089 |
| | NEW IPSWICH | 13966 | 2006 | R | ASHBY ROAD | BRIDGE REPLACEMENT OVER SOUHEGAN RIVER - 137/062 |
| | NEW IPSWICH | 13966 | 2006 | C | ASHBY ROAD | BRIDGE REPLACEMENT OVER SOUHEGAN RIVER - 137/062 |
| E-10 | NEW LONDON | | 2008 | P | NH 114 (Main St) | RECONSTRUCTION, NH 11 (CROCKETT'S CORNER) NORTHERLY TO NEWPORT ROAD (HOMAN'S CORNER) |
| E-19 | NEW LONDON | | 2011 | P | I-89 SB & NB | BRIDGE REHABILITATION OVER KING HILL ROAD - 124/058 & 124/059 |
| E-10 | NEW LONDON | | 2012 | R | NH 114 (Main St) | RECONSTRUCTION, NH 11 (CROCKETT'S CORNER) NORTHERLY TO NEWPORT ROAD (HOMAN'S CORNER) |

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|---|---|---|---|---|---|---|
| E-33 | NEW LONDON | 04-46TE | 2006 | P | NEWPORT RD / COUNTRY RD | INSTALL 800' OF SIDEWALK NORTH SIDE OF NEWPORT ROAD FROM INTERSECTION OF COUNTRY RD FROM THE EXISTING SIDEWALK TERMINATING AT ENTRANCE TO HILLTOP PLACE. INSTALL 1000' OF SIDEWALK ON THE WEST SIDE OF COUNTRY RD TERMINATING AT SECOND ENTRANCE TO HILLTOP PL |
| E-33 | NEW LONDON | 04-46TE | 2006 | R | NEWPORT RD / COUNTRY RD | INSTALL 800' OF SIDEWALK NORTH SIDE OF NEWPORT ROAD FROM INTERSECTION OF COUNTRY RD FROM THE EXISTING SIDEWALK TERMINATING AT ENTRANCE TO HILLTOP PLACE. INSTALL 1000' OF SIDEWALK ON THE WEST SIDE OF COUNTRY RD TERMINATING AT SECOND ENTRANCE TO HILLTOP PL |
| E-33 | NEW LONDON | 04-46TE | 2007 | R | NEWPORT RD / COUNTRY RD | INSTALL 800' OF SIDEWALK NORTH SIDE OF NEWPORT ROAD FROM INTERSECTION OF COUNTRY RD FROM THE EXISTING SIDEWALK TERMINATING AT ENTRANCE TO HILLTOP PLACE. INSTALL 1000' OF SIDEWALK ON THE WEST SIDE OF COUNTRY RD TERMINATING AT SECOND ENTRANCE TO HILLTOP PL |
| E-33 | NEW LONDON | 04-46TE | 2007 | C | NEWPORT RD / COUNTRY RD | INSTALL 800' OF SIDEWALK NORTH SIDE OF NEWPORT ROAD FROM INTERSECTION OF COUNTRY RD FROM THE EXISTING SIDEWALK TERMINATING AT ENTRANCE TO HILLTOP PLACE. INSTALL 1000' OF SIDEWALK ON THE WEST SIDE OF COUNTRY RD TERMINATING AT SECOND ENTRANCE TO HILLTOP PL |
| N/E | NEWINGTON | 11238C | 2005 | P | NH 16 / US 4 / SPLDG TPK | RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS |
| N/E | NEWINGTON | 11238C | 2005 | R | NH 16 / US 4 / SPLDG TPK | RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS |
| N/E | NEWINGTON | 11238C | 2005 | C | NH 16 / US 4 / SPLDG TPK | RECONFIGURATION AND RELOCATION OF RAMPS AND ACCESS |
|  | NEWINGTON | 14064 | 2005 | C | NIMBLE HILL ROAD | RECONSTRUCT & IMPROVE |
| N/E | NEWINGTON - DOVER | 11238 | 2005 | P | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2005 | R | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2006 | P | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2007 | P | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2008 | P | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2008 | R | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2009 | P | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2010 | R | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |

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|---|---|---|---|---|---|---|
| N/E | NEWINGTON - DOVER | 11238 | 2010 | C | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2011 | C | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| N/E | NEWINGTON - DOVER | 11238 | 2012 | C | NH 16 / US 4 / SPLDG TPK | WIDEN TURNPIKE INCLUDING LITTLE BAY BRIDGES FROM GOSLING ROAD TO DOVER TOLL |
| E-33 | NEWMARKET | 13499 | 2005 | C | MAIN STREET | RECONSTRUCT MAIN STREET TO IMPROVE PEDESTRIAN FACILITIES [00-73TE] |
| E-19 | NEWMARKET | 14026 | 2005 | P | NH 108 | PAINT BRIDGE OVER LAMPREY RIVER - 127/097 |
| E-19 | NEWMARKET | 14026 | 2005 | C | NH 108 | PAINT BRIDGE OVER LAMPREY RIVER - 127/097 |
| N/E | NEWMARKET - NEWFIELDS | 13878 | 2005 | P | NH 108 | CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO THE NORTHERLY LIMIT OF PROJECT P4386 IN NEWFIELDS [02-25CM] |
| N/E | NEWMARKET - NEWFIELDS | 13878 | 2005 | R | NH 108 | CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO THE NORTHERLY LIMIT OF PROJECT P4386 IN NEWFIELDS [02-25CM] |
| N/E | NEWMARKET - NEWFIELDS | 13878 | 2006 | C | NH 108 | CONSTRUCT 4' BIKE SHOULDERS FROM THE SOUTHERLY LIMIT OF PROJECT 13107 IN NEWMARKET TO THE NORTHERLY LIMIT OF PROJECT P4386 IN NEWFIELDS [02-25CM] |
| ATT | NEWPORT | 13500 | 2008 | C | | REHABILITATE RR BRIDGE [00-76TE] |
| ATT | NEWPORT | 14107 | 2007 | C | BELKNAP AVENUE | BRIDGE REHABILITATION OVER SUGAR RIVER - 131/106 |
| E-10 | NEWPORT - GOSHEN - LEMPSTER - MARLOW | 13952 | 2008 | P | NH 10 | RECONSTRUCT / REHABILITATE FROM NEWPORT TO NH 123A IN MARLOW (15.0 MI) |
| E-10 | NEWPORT - GOSHEN - LEMPSTER - MARLOW | 13952 | 2010 | P | NH 10 | RECONSTRUCT / REHABILITATE FROM NEWPORT TO NH 123A IN MARLOW (15.0 MI) |
| E-10 | NEWPORT - GOSHEN - LEMPSTER - MARLOW | 13952 | 2012 | R | NH 10 | RECONSTRUCT / REHABILITATE FROM NEWPORT TO NH 123A IN MARLOW (15.0 MI) |
| E-33 | NORTH HAMPTON | 13501 | 2005 | P | NH 111 | CONSTRUCT SHOULDER FROM I-95 TO US 1 [00-77TE] |
| E-33 | NORTH HAMPTON | 13501 | 2005 | C | NH 111 | CONSTRUCT SHOULDER FROM I-95 TO US 1 [00-77TE] |
| N/E | NORTHFIELD | 13596 | 2007 | P | I-93 | COMPLETE EXIT 19 |
| N/E | NORTHFIELD | 13596 | 2007 | R | I-93 | COMPLETE EXIT 19 |
| N/E | NORTHFIELD | 13596 | 2010 | P | I-93 | COMPLETE EXIT 19 |
| N/E | NORTHFIELD | 13596 | 2012 | R | I-93 | COMPLETE EXIT 19 |

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|---|---|---|---|---|---|---|
| ATT | NORTHUMBERLAND | 12990 | 2007 | P | US 3 | RECONSTRUCTION, SOUTH FROM STRATFORD TOWN LINE, 1.4 MILES |
| ATT | NORTHUMBERLAND | 12990 | 2010 | P | US 3 | RECONSTRUCTION, SOUTH FROM STRATFORD TOWN LINE, 1.4 MILES |
| ATT | NORTHUMBERLAND | 12990 | 2010 | R | US 3 | RECONSTRUCTION, SOUTH FROM STRATFORD TOWN LINE, 1.4 MILES |
| ATT | NORTHUMBERLAND | 12990 | 2012 | C | US 3 | RECONSTRUCTION, SOUTH FROM STRATFORD TOWN LINE, 1.4 MILES |
| ATT | NORTHUMBERLAND | 14234 | 2006 | R | BROOKLYN STREET | BRIDGE REPLACEMENT OVER ROARING BROOK - 108/114 |
| ATT | NORTHUMBERLAND | 14234 | 2009 | C | BROOKLYN STREET | BRIDGE REPLACEMENT OVER ROARING BROOK - 108/114 |
| E-51 | NORTHWOOD - NOTTINGHAM | 10429E | 2010 | P | US 4 | INTERSECTION SAFETY IMPROVEMENT @ NH 152 |
| E-51 | NORTHWOOD - NOTTINGHAM | 10429E | 2012 | C | US 4 | INTERSECTION SAFETY IMPROVEMENT @ NH 152 |
| E-19 | NOTTINGHAM | 13795 | 2003 | P | MILL POND ROAD | BRIDGE REPLACEMENT OVER LITTLE RIVER - 204/082 |
| E-19 | NOTTINGHAM | 13795 | 2003 | R | MILL POND ROAD | BRIDGE REPLACEMENT OVER LITTLE RIVER - 204/082 |
| E-19 | NOTTINGHAM | 13795 | 2006 | C | MILL POND ROAD | BRIDGE REPLACEMENT OVER LITTLE RIVER - 204/082 |
| | NOTTINGHAM | 14240 | 2009 | P | FREEMAN HALL ROAD | BRIDGE REPLACEMENT OVER NORTH RIVER - 145/145 |
| | NOTTINGHAM | 14240 | 2009 | R | FREEMAN HALL ROAD | BRIDGE REPLACEMENT OVER NORTH RIVER - 145/145 |
| | NOTTINGHAM | 14240 | 2009 | C | FREEMAN HALL ROAD | BRIDGE REPLACEMENT OVER NORTH RIVER - 145/145 |
| ATT | ORFORD | 13900 | 2005 | C | | RESTORATION OF HISTORIC VILLAGE MALL WALK: RECONSTRUCT THE ORIGINAL WALKWAY FOR APPROXIMATLY 3290 LF SOUTH FROM THE UPPER END OF THE ORFORD COMMON TO AN ACCESS ROAD LEADING TO THE SCHOOL GROUNDS [02-48TE] |
| ATT | OSSIPEE | | 2003 | U | | INTERMODAL CENTER |
| ATT | OSSIPEE | | 2005 | P | NH 16/25 | RECONSTRUCT ROADWAY AND REHABILITATE 4 BRIDGES, BEGINNING AT THE LOVELL RIVER BRIDGE, RUNNING NORTH 3.22 MILES TO THE CHOCORUA RIVER - 152/268, 137/297, 137/299, 123/324 |
| ATT | OSSIPEE | | 2005 | U | | INTERMODAL CENTER |
| ATT | OSSIPEE | | 2008 | P | NH 16/25 | RECONSTRUCT ROADWAY AND REHABILITATE 4 BRIDGES, BEGINNING AT THE LOVELL RIVER BRIDGE, RUNNING NORTH 3.22 MILES TO THE CHOCORUA RIVER - 152/268, 137/297, 137/299, 123/324 |
| ATT | OSSIPEE | | 2010 | R | NH 16/25 | RECONSTRUCT ROADWAY AND REHABILITATE 4 BRIDGES, BEGINNING AT THE LOVELL RIVER BRIDGE, RUNNING NORTH 3.22 MILES TO THE CHOCORUA RIVER - 152/268, 137/297, 137/299, 123/324 |

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|---|---|---|---|---|---|---|
| ATT | OSSIPEE | | 2011 | R | NH 16/25 | RECONSTRUCT ROADWAY AND REHABILITATE 4 BRIDGES, BEGINNING AT THE LOVELL RIVER BRIDGE, RUNNING NORTH 3.22 MILES TO THE CHOCORUA RIVER - 152/268, 137/297, 137/299, 123/324 |
| ATT | OSSIPEE | | 2011 | C | NH 16/25 | RECONSTRUCT ROADWAY AND REHABILITATE 4 BRIDGES, BEGINNING AT THE LOVELL RIVER BRIDGE, RUNNING NORTH 3.22 MILES TO THE CHOCORUA RIVER - 152/268, 137/297, 137/299, 123/324 |
| ATT | OSSIPEE | 10431 | 2009 | P | NH 16 | RECONSTRUCTION FROM NH 28 NORTH 3.36 MILES |
| ATT | OSSIPEE | 10431 | 2010 | R | NH 16 | RECONSTRUCTION FROM NH 28 NORTH 3.36 MILES |
| ATT | OSSIPEE | 10431 | 2011 | C | NH 16 | RECONSTRUCTION FROM NH 28 NORTH 3.36 MILES |
| ATT | OSSIPEE | 13910 | 2007 | P | NH 16, NH 25, NH 41 | INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25 TO INCLUDE THE RELOCATION OF NH 41 TO THE INTERSECTION OF NH 16 AND NH 25 WEST |
| ATT | OSSIPEE | 13910 | 2008 | P | NH 16, NH 25, NH 41 | INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25 TO INCLUDE THE RELOCATION OF NH 41 TO THE INTERSECTION OF NH 16 AND NH 25 WEST |
| ATT | OSSIPEE | 13910 | 2008 | R | NH 16, NH 25, NH 41 | INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25 TO INCLUDE THE RELOCATION OF NH 41 TO THE INTERSECTION OF NH 16 AND NH 25 WEST |
| ATT | OSSIPEE | 13910 | 2009 | R | NH 16, NH 25, NH 41 | INTERSECTION IMPROVEMENTS IN WEST OSSIPEE AT THE INTERSECTION OF NH 16 AND NH 25 TO INCLUDE THE RELOCATION OF NH 41 TO THE INTERSECTION OF NH 16 AND NH 25 WEST |
| ATT | OSSIPEE | 14096 | 2007 | C | NH 16 / NH 25 | REPAIR DECK OVER LOVELL RIVER - 152/268 |
| ATT | OSSIPEE | 14097 | 2006 | C | NH 16 / NH 25 | REPAIR DECK OVER CHOCORA RIVER - 123/324 |
| ATT | OSSIPEE - EFFINGHAM | 13332 | 2004 | C | NH 25 | LEVEL AND 1 1/2" OVERLAY FROM NH 16/25 EAST TO 12362 PROJECT (6.34 MI) - [Federal Resurfacing Program] & REHABILITATE BRIDGE OVER PINE RIVER - 183/246 |
| ATT | OSSIPEE - EFFINGHAM | 13332 | 2005 | R | NH 25 | LEVEL AND 1 1/2" OVERLAY FROM NH 16/25 EAST TO 12362 PROJECT (6.34 MI) - [Federal Resurfacing Program] & REHABILITATE BRIDGE OVER PINE RIVER - 183/246 |
| ATT | OSSIPEE - EFFINGHAM | 13332 | 2005 | C | NH 25 | LEVEL AND 1 1/2" OVERLAY FROM NH 16/25 EAST TO 12362 PROJECT (6.34 MI) - [Federal Resurfacing Program] & REHABILITATE BRIDGE OVER PINE RIVER - 183/246 |
| ATT | OSSIPEE - FREEDOM | 13108 | 2005 | P | OSSIPEE LAKE ROAD | CONSTRUCT PEDESTRIAN / BIKE PATH (5.6 MI) AROUND LAKE OSSIPEE TO COMPLETE 21.3 FACILITY; TO ENCOURAGE BIKE & WALKING AS ALTERNATIVE TO MOTORIZED TRANSPORTATION [NBPA][98-40TE] |
| ATT | OSSIPEE - FREEDOM - EFFINGHAM | 13901 | 2005 | C | | SPUR OF THE OSSIPEE LAKE TRAIL: CONSTRUCT A 0.3 MILE FACILITY WITH A BIKE/PED UNDERPASS. THIS SPUR WILL CONNECT TO THE 23 MILE OSSIPEE LAKE TRAIL, THE STATEWIDE BIKE ROUTE SYSTEM AND THE DOT PROPOSED OSSIPEE MULTI MODAL TRANSPORTATION FACILITY [02-49TE] |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-19 | PELHAM | 13813 | 2003 | P | TALLANT ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 074/141, NO ADDITIONAL THRU LANES EXPECTED |
| E-19 | PELHAM | 13813 | 2005 | C | TALLANT ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 074/141, NO ADDITIONAL THRU LANES EXPECTED |
| E-19 | PELHAM - WINDHAM | 13805 | 2003 | P | CASTLEHILL ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 072/145 |
| E-19 | PELHAM - WINDHAM | 13805 | 2003 | R | CASTLEHILL ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 072/145 |
| E-19 | PELHAM - WINDHAM | 13805 | 2005 | C | CASTLEHILL ROAD | REPLACE BRIDGE OVER BEAVER BROOK - 072/145 |
| E-19 | PEMBROKE - ALLENSTOWN | 12978 | 2004 | C | MAIN STREET | REPLACE BRIDGE OVER SUNCOOK RIVER - 203/088 |
| E-19 | PEMBROKE - ALLENSTOWN | 12978 | 2005 | P | MAIN STREET | REPLACE BRIDGE OVER SUNCOOK RIVER - 203/088 |
| E-19 | PEMBROKE - ALLENSTOWN | 12978 | 2005 | C | MAIN STREET | REPLACE BRIDGE OVER SUNCOOK RIVER - 203/088 |
| E-10 | PETERBOROUGH | | 2006 | P | US 202 | RECONSTRUCT FROM NH 101 NORTHERLY 2.5 MILES |
| E-51 | PETERBOROUGH | | 2008 | P | NH 101 | RECONSTRUCT INTERSECTION @ NH 123/OLD STREET ROAD |
| E-10 | PETERBOROUGH | | 2008 | P | US 202 | RECONSTRUCT FROM NH 101 NORTHERLY 2.5 MILES |
| E-10 | PETERBOROUGH | | 2010 | R | US 202 | RECONSTRUCT FROM NH 101 NORTHERLY 2.5 MILES |
| E-51 | PETERBOROUGH | | 2011 | R | NH 101 | RECONSTRUCT INTERSECTION @ NH 123/OLD STREET ROAD |
| E-10 | PETERBOROUGH | | 2011 | R | US 202 | RECONSTRUCT FROM NH 101 NORTHERLY 2.5 MILES |
| E-10 | PETERBOROUGH | | 2012 | C | US 202 | RECONSTRUCT FROM NH 101 NORTHERLY 2.5 MILES |
| E-10 | PETERBOROUGH | 12915 | 2005 | C | US 202 | RECONSTRUCTION OF 2.0 MILES FROM SOUTHFIELD LANE TO HANCOCK T/L |
| | PETERBOROUGH | 14006 | 2007 | C | GULF ROAD | BRIDGE REHABILITATION OVER OTTER BROOK - 135/136 |
| E-19 | PETERBOROUGH | 14269 | 2006 | P | SHARON ROAD | PAINT BRIDGE OVER CONTOOCOOK RIVER - 071/054 |
| E-19 | PETERBOROUGH | 14269 | 2006 | C | SHARON ROAD | PAINT BRIDGE OVER CONTOOCOOK RIVER - 071/054 |
| E-51 | PETERBOROUGH - TEMPLE | | 2011 | P | NH 101 | MILLER STATE PARK INTERSECTION IMPROVEMENTS |
| E-10 | PITTSFIELD | 12973 | 2006 | C | NH 107 | RECLAIM EXISTING ROADWAY - THIS 4410 LF PROJECT WOULD INCLUDE SAME CRUSHED GRAVEL; FROM OLD NH 28 NORTH TO BARNSTEAD T/L (0.8MI) |
| E-9 | PITTSFIELD - LACONIA | 13853 | 2005 | R | NH 107 | NORTHWOOD T/L TO LACONIA URBAN COMPACT LINE UPDATE GUARDRAIL AND TERMINALS - [Betterment Guardrail Improvement Program] |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-9 | PITTSFIELD - LACONIA | 13853 | 2006 | C | NH 107 | NORTHWOOD T/L TO LACONIA URBAN COMPACT LINE UPDATE GUARDRAIL AND TERMINALS - [Betterment Guardrail Improvement Program] |
| ATT | PLAINFIELD | 14156 | 2005 | C | METHODIST HILL | BRIDGE REHABILITATION OVER GREAT BROOK - 202/163 |
| E-51 | PLAISTOW | 13803 | 2005 | P | NH 125 | WIDENING FOR CENTER TURN LANES FROM THE MASSACHUSETTS S/L TO WESTVILLE BRIDGE |
| E-51 | PLAISTOW | 13803 | 2005 | R | NH 125 | WIDENING FOR CENTER TURN LANES FROM THE MASSACHUSETTS S/L TO WESTVILLE BRIDGE |
| E-51 | PLAISTOW | 13803 | 2006 | C | NH 125 | WIDENING FOR CENTER TURN LANES FROM THE MASSACHUSETTS S/L TO WESTVILLE BRIDGE |
| E-19 | PLAISTOW - ATKINSON | 12359 | 2005 | C | NH 121 | REPLACE BRIDGE OVER LITTLE RIVER & B&M RR - 105/028 |
| N/E | PLAISTOW - KINGSTON | 10044B | 2005 | P | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044B | 2005 | R | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044B | 2006 | R | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044B | 2009 | C | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044B | 2010 | C | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044B | 2011 | C | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044B | 2012 | C | NH 125 | RECONSTRUCTION FROM EAST ROAD IN PLAISTOW NORTHERLY APPROX. 6.0 +/- MILE TO NH 125 & MAIN STREET INTERSECTION IN KINGSTON |
| N/E | PLAISTOW - KINGSTON | 10044D | 2006 | C | NH 125 | WIDENING (Construction Phase 2) |
| N/E | PLAISTOW - KINGSTON | 10044E | 2007 | C | NH 125 | WIDENING (Construction Phase 3) |
| N/E | PLAISTOW, NH to HAVERHILL, MA | 13515 | 2005 | P | | CONSTRUCT RAIL PLATFORM & PROVIDE THREE YEARS OF OPERATING SUBSIDY FOR PASSENGER RAIL [00-20CM] |
| N/E | PLAISTOW, NH to HAVERHILL, MA | 13515 | 2006 | C | | CONSTRUCT RAIL PLATFORM & PROVIDE THREE YEARS OF OPERATING SUBSIDY FOR PASSENGER RAIL [00-20CM] |
| ATT | PLYMOUTH | 04-52TE | 2007 | P | NEWPORT ROAD | PLYMOUTH SENIOR CENTER: PHASE 2 - RENOVATE 2ND FLOOR OF THE FORMER B&M RAILROAD STATION CURRENTLY USED AS A REGIONAL SENIOR CENTER, A SCHEDULED STOP FOR THE HOBO RR AND MUSEUM FOR RAILROAD HISTORY IN THE AREA [04-52TE] |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | PLYMOUTH | 04-52TE | 2008 | C | NEWPORT ROAD | PLYMOUTH SENIOR CENTER: PHASE 2 - RENOVATE 2ND FLOOR OF THE FORMER B&M RAILROAD STATION CURRENTLY USED AS A REGIONAL SENIOR CENTER, A SCHEDULED STOP FOR THE HOBO RR AND MUSEUM FOR RAILROAD HISTORY IN THE AREA [04-52TE] |
| ATT | PLYMOUTH | 13502 | 2005 | C | GREEN STREET | RECONSTRUCT GREEN STREET TO IMPROVE BIKE AND PEDESTRIAN FACILITIES [00-87TE] |
| ATT | PLYMOUTH | 13503 | 2004 | R | MAIN & HIGH STREETS | PEDESTRIAN IMPROVEMENTS ALONG MAIN ST & HIGH ST [00-89TE] |
| ATT | PLYMOUTH | 13503 | 2005 | C | MAIN & HIGH STREETS | PEDESTRIAN IMPROVEMENTS ALONG MAIN ST & HIGH ST [00-89TE] |
| ATT | PLYMOUTH | 13538 | 2006 | U | RESERVOIR ROAD | REPLACE CURRENT STRUCTURE WITH A BRIDGE, FUTURE #099/127 |
| ATT | PLYMOUTH | 13548 | 2005 | C | YEATON ROAD | WIDEN, RAISE GRADE AND RELOCATE SEWERLINE ON BRIDGE #078/128 |
| ATT | PLYMOUTH | 13559 | 2003 | U | US3 | ROAD RECONSTRUCTION CONCURRENT WITH GREEN STREET EXTENSION TO INTERSECT WITH US 3 |
| ATT | PLYMOUTH | 13902 | 2005 | P | HIGHLAND STREET | IMPROVEMENT PROJECT, PHASE 3: CONSTRUCT 4200 LF OF 6' WIDE SIDEWALK AND 8' SHOULDERS [02-52TE] |
| ATT | PLYMOUTH | 13902 | 2005 | R | HIGHLAND STREET | IMPROVEMENT PROJECT, PHASE 3: CONSTRUCT 4200 LF OF 6' WIDE SIDEWALK AND 8' SHOULDERS [02-52TE] |
| ATT | PLYMOUTH | 13902 | 2006 | C | HIGHLAND STREET | IMPROVEMENT PROJECT, PHASE 3: CONSTRUCT 4200 LF OF 6' WIDE SIDEWALK AND 8' SHOULDERS [02-52TE] |
| ATT | PLYMOUTH | 14038 | 2005 | R | OLD HEBRON RD | BRIDGE REPLACEMENT OVER CLAY BROOK - 110/092 |
| ATT | PLYMOUTH | 14038 | 2006 | C | OLD HEBRON RD | BRIDGE REPLACEMENT OVER CLAY BROOK - 110/092 |
| E-53 | PORTSMOUTH | | 2005 | P | I-95 | INTERCHANGE IMPROVEMENTS @ MARKET STREET |
| E-51 | PORTSMOUTH | | 2006 | P | US 1 | INTERSECTION @ CONSTITUTION AVE AND ROADWAY IMPROVEMENTS |
| E-51 | PORTSMOUTH | | 2006 | R | US 1 | INTERSECTION @ CONSTITUTION AVE AND ROADWAY IMPROVEMENTS |
| E-53 | PORTSMOUTH | | 2006 | C | I-95 | INTERCHANGE IMPROVEMENTS @ MARKET STREET |
| E-10 | PORTSMOUTH | | 2008 | P | US 1 | RECONSTRUCT FROM WILSON ROAD TO CONSTITUTION AVE |
| E-19 | PORTSMOUTH | | 2010 | C | I-95 | PAINT BRIDGE APPROACHES TO BRIDGE OVER PISCATAQUA RIVER - 258/128 |
| E-51 | PORTSMOUTH | | 2011 | P | US 1 | INTERSECTION @ CONSTITUTION AVE AND ROADWAY IMPROVEMENTS |
| E-10 | PORTSMOUTH | | 2012 | P | US 1 | RECONSTRUCT FROM WILSON ROAD TO CONSTITUTION AVE |
| E-10 | PORTSMOUTH | | 2012 | R | US 1 | RECONSTRUCT FROM WILSON ROAD TO CONSTITUTION AVE |
| E-51 | PORTSMOUTH | | 2012 | C | US 1 | INTERSECTION @ CONSTITUTION AVE AND ROADWAY IMPROVEMENTS |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| N/E | PORTSMOUTH | 04-16CM | 2006 | P | MARKET STREET EXTENSION | BIKE/PED PATH, BETWEEN MICHAEL SUCCI DRIVE AND THE NH PORT AUTHORITY [04-16CM] |
| N/E | PORTSMOUTH | 04-16CM | 2007 | C | MARKET STREET EXTENSION | BIKE/PED PATH, BETWEEN MICHAEL SUCCI DRIVE AND THE NH PORT AUTHORITY [04-16CM] |
| N/E | PORTSMOUTH | 04-17CM | 2005 | P | | PUBLIC OUTREACH CAMPAIGN FOR TMA AND ALTERNATIVE TRAVELS DURING THE CONSTRUCTION OF LITTLE BAY BRIDGES ON I-95 [04-17CM] |
| E-33 | PORTSMOUTH | 04-54TE | 2008 | P | GRAFTON DRIVE | TRADE PORT MULTI-USE PATH - CONSTRUCT A MULTI USE PATH ALONG GRAFTON DR BETWEEN NH AVENUE AND PORTSMOUTH TRANSPORTATION CENTER, AND BETWEEN PEASE GOLF COURSE AND AIRPORT RD [04-54TE] |
| E-33 | PORTSMOUTH | 04-54TE | 2009 | C | GRAFTON DRIVE | TRADE PORT MULTI-USE PATH - CONSTRUCT A MULTI USE PATH ALONG GRAFTON DR BETWEEN NH AVENUE AND PORTSMOUTH TRANSPORTATION CENTER, AND BETWEEN PEASE GOLF COURSE AND AIRPORT RD [04-54TE] |
| E-19 | PORTSMOUTH | 10665 | 2005 | P | NH 33 (Old NH101) | REPLACE BRIDGE OVER B & M RR - 154/101 |
| E-19 | PORTSMOUTH | 10665 | 2005 | R | NH 33 (Old NH101) | REPLACE BRIDGE OVER B & M RR - 154/101 |
| E-19 | PORTSMOUTH | 10665 | 2006 | R | NH 33 (Old NH101) | REPLACE BRIDGE OVER B & M RR - 154/101 |
| E-19 | PORTSMOUTH | 10665 | 2007 | C | NH 33 (Old NH101) | REPLACE BRIDGE OVER B & M RR - 154/101 |
| E-8 | PORTSMOUTH | 12575 | 2008 | C | MARKET STREET | RECONSTRUCT CROSSING & SIGNALS @ B&M RR USDOT- AAR #054-125A |
| E-33 | PORTSMOUTH | 12683 | 2006 | C | BICYCLE ROUTE | CREATE SAFE BICYCLE ROUTE FROM DOWNTOWN PORTSMOUTH TO BIKE / PED BRIDGE INTO PEASE INTERNATIONAL TRADEPORT [96-17TE] |
| E-19 | PORTSMOUTH | 12900 | 2005 | R | US 1 BYPASS | RECONSTRUCT FROM TRAFFIC CIRCLE NORTH TO SARAH LONG BRIDGE INCLUDING BRIDGES 211/114, 227/112, & 205/116 |
| E-19 | PORTSMOUTH | 12900 | 2007 | P | US 1 BYPASS | RECONSTRUCT FROM TRAFFIC CIRCLE NORTH TO SARAH LONG BRIDGE INCLUDING BRIDGES 211/114, 227/112, & 205/116 |
| E-19 | PORTSMOUTH | 12900 | 2007 | R | US 1 BYPASS | RECONSTRUCT FROM TRAFFIC CIRCLE NORTH TO SARAH LONG BRIDGE INCLUDING BRIDGES 211/114, 227/112, & 205/116 |
| E-19 | PORTSMOUTH | 12900 | 2009 | C | US 1 BYPASS | RECONSTRUCT FROM TRAFFIC CIRCLE NORTH TO SARAH LONG BRIDGE INCLUDING BRIDGES 211/114, 227/112, & 205/116 |
| N/E | PORTSMOUTH | 13455 | 2005 | R | US 1 BYPASS | RECONSTRUCT FROM SAGAMORE CREEK PROJECT TO TRAFFIC CIRCLE, INCLUDING BRIDGES 173/071, 183/087, 189/100, 188/097, 192/106 |
| N/E | PORTSMOUTH | 13455 | 2009 | P | US 1 BYPASS | RECONSTRUCT FROM SAGAMORE CREEK PROJECT TO TRAFFIC CIRCLE, INCLUDING BRIDGES 173/071, 183/087, 189/100, 188/097, 192/106 |
| N/E | PORTSMOUTH | 13455 | 2009 | R | US 1 BYPASS | RECONSTRUCT FROM SAGAMORE CREEK PROJECT TO TRAFFIC CIRCLE, INCLUDING BRIDGES 173/071, 183/087, 189/100, 188/097, 192/106 |
| N/E | PORTSMOUTH | 13455 | 2012 | C | US 1 BYPASS | RECONSTRUCT FROM SAGAMORE CREEK PROJECT TO TRAFFIC CIRCLE, INCLUDING BRIDGES 173/071, 183/087, 189/100, 188/097, 192/106 |

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|---|---|---|---|---|---|---|
| N/E | PORTSMOUTH | 13516 | 2005 | C | WOODBURY AVE / MARKET STREET | SIGNAL COORDINATION ALONG WOODBURY AVE FROM I-95 INTERCHANGE TO GOSLING ROAD [00-21CM] |
| E-10 | PORTSMOUTH | 13523 | 2005 | C | NH 1B | RECONSTRUCTION OF NEW CASTLE AVE (NH 1B) FROM MARCY STREET TO BRIDGE OVER PISCATAQUA RIVER INLET |
| E-19 | PORTSMOUTH | 13863 | 2006 | P | BLUE STAR TURNPIKE | BRIDGE PAINTING: I-95 SB OVER I-95 WB OFF-RAMP - 184/124; I-95 SB ON-RAMP OVER I-95 NB - 183/121 |
| E-19 | PORTSMOUTH | 13863 | 2006 | C | BLUE STAR TURNPIKE | BRIDGE PAINTING: I-95 SB OVER I-95 WB OFF-RAMP - 184/124; I-95 SB ON-RAMP OVER I-95 NB - 183/121 |
| E-19 | PORTSMOUTH | 13864 | 2006 | P | BLUE STAR TPK | BRIDGE PAINTING: NORTHWOOD RD OVER I-95 WB OFF-RAMP - 191/131; I-95 SB ON-RAMP OVER I-95 WB OFF-RAMP - 180/122; SPAULDING TPK RAMP OVER I-95 WB OFF-RAMP - 199/139 |
| E-19 | PORTSMOUTH | 13864 | 2008 | C | BLUE STAR TPK | BRIDGE PAINTING: NORTHWOOD RD OVER I-95 WB OFF-RAMP - 191/131; I-95 SB ON-RAMP OVER I-95 WB OFF-RAMP - 180/122; SPAULDING TPK RAMP OVER I-95 WB OFF-RAMP - 199/139 |
| N/E | PORTSMOUTH | 13877 | 2004 | C | MAPLEWOOD AV & MIDDLE STREET | ESTABLISH A COORDINATED SIGNAL AT INTERSECTIONS ALONG MAPLEWOOD AVENUE AND MIDDLE STREET [02-27CM] |
| E-33 | PORTSMOUTH | 13903 | 2005 | P | BOW STREET | PISCATAQUA RIVERWALK: CONSTRUCT 400 LF OF PEDESTRIAN FACILITY AND PIER ALONG THE PISCATAQUA RIVER PARALLELING BOW STREET [02-53TE] |
| E-33 | PORTSMOUTH | 13903 | 2005 | R | BOW STREET | PISCATAQUA RIVERWALK: CONSTRUCT 400 LF OF PEDESTRIAN FACILITY AND PIER ALONG THE PISCATAQUA RIVER PARALLELING BOW STREET [02-53TE] |
| E-33 | PORTSMOUTH | 13903 | 2006 | C | BOW STREET | PISCATAQUA RIVERWALK: CONSTRUCT 400 LF OF PEDESTRIAN FACILITY AND PIER ALONG THE PISCATAQUA RIVER PARALLELING BOW STREET [02-53TE] |
| E-52 | PORTSMOUTH | 13943 | 2003 | P | OCEAN / BANFIELD ROAD | INTERSECTION IMPROVEMENTS PLUS SIGNALIZATION |
| E-52 | PORTSMOUTH | 13943 | 2003 | R | OCEAN / BANFIELD ROAD | INTERSECTION IMPROVEMENTS PLUS SIGNALIZATION |
| E-52 | PORTSMOUTH | 13943 | 2003 | C | OCEAN / BANFIELD ROAD | INTERSECTION IMPROVEMENTS PLUS SIGNALIZATION |
| E-10 | PORTSMOUTH | 14193 | 2007 | C | OCEAN ROAD | RECONSTRUCT & RECLASSIFY AS A CITY STREET. (SAH Funding Capped Per Year; Excess Of Grand Total [$1,200,000] Will Be 50/50 Match) |
| E-10 | PORTSMOUTH | 14193 | 2008 | C | OCEAN ROAD | RECONSTRUCT & RECLASSIFY AS A CITY STREET. (SAH Funding Capped Per Year; Excess Of Grand Total [$1,200,000] Will Be 50/50 Match) |
| E-10 | PORTSMOUTH | 14193 | 2009 | C | OCEAN ROAD | RECONSTRUCT & RECLASSIFY AS A CITY STREET. (SAH Funding Capped Per Year; Excess Of Grand Total [$1,200,000] Will Be 50/50 Match) |
| E-10 | PORTSMOUTH | 14193 | 2010 | C | OCEAN ROAD | RECONSTRUCT & RECLASSIFY AS A CITY STREET. (SAH Funding Capped Per Year; Excess Of Grand Total [$1,200,000] Will Be 50/50 Match) |
| E-10 | PORTSMOUTH | 14193 | 2011 | C | OCEAN ROAD | RECONSTRUCT & RECLASSIFY AS A CITY STREET. (SAH Funding Capped Per Year; Excess Of Grand Total [$1,200,000] Will Be 50/50 Match) |

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|---|---|---|---|---|---|---|
| DNA | PORTSMOUTH - NEWINGTON | | 2005 | U | PEASE TRADEPORT | CRITICAL APRON ELEMENT REHABILITATION (PHASES II-VI) |
| DNA | PORTSMOUTH - NEWINGTON | | 2006 | U | PEASE TRADEPORT | CRITICAL APRON ELEMENT REHABILITATION (PHASES II-VI) |
| DNA | PORTSMOUTH - NEWINGTON | | 2007 | U | PEASE TRADEPORT | CRITICAL APRON ELEMENT REHABILITATION (PHASES II-VI) |
| DNA | PORTSMOUTH - NEWINGTON | | 2008 | U | PEASE TRADEPORT | CRITICAL APRON ELEMENT REHABILITATION (PHASES II-VI) |
| DNA | PORTSMOUTH - NEWINGTON | | 2009 | U | PEASE TRADEPORT | CRITICAL APRON ELEMENT REHABILITATION (PHASES II-VI) |
| DNA | PORTSMOUTH - NEWINGTON | | 2010 | U | PEASE TRADEPORT | GENERAL AVIATION TAXIWAY |
| DNA | PORTSMOUTH - NEWINGTON | | 2010 | U | PEASE TRADEPORT | SAND STORAGE BUILDING |
| DNA | PORTSMOUTH - NEWINGTON | | 2010 | U | PEASE TRADEPORT | SECURITY FENCE |
| DNA | PORTSMOUTH - NEWINGTON | | 2010 | U | PEASE TRADEPORT | THREE PLOW CHASSIS |
| DNA | PORTSMOUTH - NEWINGTON | | 2011 | U | PEASE TRADEPORT | 10,000 GALLON LIQUID DEICING STORAGE TANK |
| DNA | PORTSMOUTH - NEWINGTON | | 2011 | U | PEASE TRADEPORT | INFARED DEICING UNIT |
| DNA | PORTSMOUTH - NEWINGTON | | 2011 | U | PEASE TRADEPORT | TWO GLYCOL RECOVERY UNITS |
| DNA | PORTSMOUTH - NEWINGTON | | 2012 | U | PEASE TRADEPORT | OBSTRUCTION REMOVAL |
| E-44 | PORTSMOUTH - ROCHESTER | 14232 | 2006 | C | SPAULDING TURNPIKE | INSTALLATION OF 2 OVERHEAD SIGNS AND EMERGENCY REFERENCE MARKERS |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | | 2011 | C | US 1 BYPASS | REHABILITATE & PAINT BRIDGE OVER PISCATAQUA RIVER - 251/108 (Sarah Mildred Long Bridge) |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13675 | 2003 | C | US 1 BYPASS | INSPECT AND REPAIR LIFTING MECHANISM - 251/108 |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13678 | 2004 | P | US 1 | REHABILITATE BRIDGE OVER PISCATAQUA RIVER - 247/084 (MEMORIAL BRIDGE) & REPLACE SCOTT AVENUE BRIDGE - 246/083 |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13678 | 2005 | P | US 1 | REHABILITATE BRIDGE OVER PISCATAQUA RIVER - 247/084 (MEMORIAL BRIDGE) & REPLACE SCOTT AVENUE BRIDGE - 246/083 |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13678 | 2006 | R | US 1 | REHABILITATE BRIDGE OVER PISCATAQUA RIVER - 247/084 (MEMORIAL BRIDGE) & REPLACE SCOTT AVENUE BRIDGE - 246/083 |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13678 | 2008 | C | US 1 | REHABILITATE BRIDGE OVER PISCATAQUA RIVER - 247/084 (MEMORIAL BRIDGE) & REPLACE SCOTT AVENUE BRIDGE - 246/083 |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13679 | 2006 | P | US 1 | PAINT BRIDGE OVER PISCATAQUA RIVER - 247/084 |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13679 | 2006 | R | US 1 | PAINT BRIDGE OVER PISCATAQUA RIVER - 247/084 |
| E-19 | PORTSMOUTH, NH - KITTERY, ME | 13679 | 2011 | C | US 1 | PAINT BRIDGE OVER PISCATAQUA RIVER - 247/084 |
| ATT | RANDOLPH | 14183 | 2008 | C | DURAND ROAD | BRIDGE REPLACEMENT OVER MOOSE RIVER - 080/047 |
| E-6 | RAYMOND | 14016 | 2003 | P | NH 27 & NH 156 | INTERSECTION IMPROVEMENTS TO MODIFY INTERSECTION TO A "T" INTERSECTION (RPC HIRI Project) |
| E-6 | RAYMOND | 14016 | 2003 | C | NH 27 & NH 156 | INTERSECTION IMPROVEMENTS TO MODIFY INTERSECTION TO A "T" INTERSECTION (RPC HIRI Project) |
| E-51 | ROCHESTER | | 2005 | P | NH 202A / WALNUT STREET | INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQUARE IN VICINITY OF NORTH MAIN & WASHINGTON STREETS |
| DNA | ROCHESTER | | 2005 | U | SKYHAVEN | SNOW REMOVAL EQUIPMENT |
| DNA | ROCHESTER | | 2006 | U | SKYHAVEN AIRPORT | DESIGN TAXIWAY "A" EXTENSION |
| DNA | ROCHESTER | | 2006 | U | SKYHAVEN AIRPORT | RELOCATE SEGMENTED CIRCLE |
| DNA | ROCHESTER | | 2007 | U | SKYHAVEN AIRPORT | DESIGN TAXIWAY "A" GENERAL AVIATION APRON |
| DNA | ROCHESTER | | 2007 | U | SKYHAVEN AIRPORT | CONSTRUCT TAXIWAY "A" EXTENSION |
| DNA | ROCHESTER | | 2008 | U | SKYHAVEN AIRPORT | CONNECT CITY SEWER / REMOVE LEACH BED (FOR FUTURE AIRCRAFT APRON) |
| DNA | ROCHESTER | | 2008 | U | SKYHAVEN AIRPORT | CONSTRUCT TAXIWAY "A" GENERAL AVIATION APRON |
| DNA | ROCHESTER | | 2010 | U | SKYHAVEN AIRPORT | DESIGN RELOCATION OF TAXIWAY "A" |
| DNA | ROCHESTER | | 2011 | U | SKYHAVEN AIRPORT | CONSTRUCT RELOCATION OF TAXIWAY "A" |
| E-51 | ROCHESTER | | 2012 | R | NH 202A / WALNUT STREET | INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY THROUGH STRAFFORD SQUARE IN VICINITY OF NORTH MAIN & WASHINGTON STREETS |
| DNA | ROCHESTER | | 2012 | U | SKYHAVEN AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| N/E | ROCHESTER | 10620D | 2006 | P | SPAULDING TPK | CONSTRUCT 4 LANE TPK FROM EXIT 11/12 (NH 125) TO EXIT 16 (US 202) (PRELIMINARY ENGINEERING AND ROW ACQUISITIONS) |

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|---|---|---|---|---|---|---|
| N/E | ROCHESTER | 10620G | 2005 | C | SPAULDING TPK | CONSTRUCTION OF EXIT 11 & 12 (NH 125) BRIDGES AND 2nd BARREL - PHASE 1 |
| N/E | ROCHESTER | 10620G | 2006 | C | SPAULDING TPK | CONSTRUCTION OF EXIT 11 & 12 (NH 125) BRIDGES AND 2nd BARREL - PHASE 1 |
| N/E | ROCHESTER | 10620H | 2007 | C | SPAULDING TPK | CONSTRUCTION OF 2nd BARREL THROUGH EXIT 13 - PHASE 2 |
| N/E | ROCHESTER | 10620H | 2008 | C | SPAULDING TPK | CONSTRUCTION OF 2nd BARREL THROUGH EXIT 13 - PHASE 2 |
| N/E | ROCHESTER | 10620I | 2010 | C | SPAULDING TPK | CONSTRUCTION OF 2nd BARREL THROUGH EXIT 14 AND EXIT 15 - PHASE 3 |
| N/E | ROCHESTER | 10620J | 2012 | C | SPAULDING TPK | CONSTRUCTION OF 2nd BARREL THROUGH EXIT 16 (Chestnut Hill Connector) - PHASE 4 |
| N/E | ROCHESTER | 10620K | 2007 | C | SPAULDING TPK | EXIT 11 & 12 (NH 125) BRIDGES AND 2ND BARREL - PHASE 2 |
| N/E | ROCHESTER | 10620K | 2008 | C | SPAULDING TPK | EXIT 11 & 12 (NH 125) BRIDGES AND 2ND BARREL - PHASE 2 |
| E-33 | ROCHESTER | 11922 | 2005 | C | PED-BIKE PATH | CONSTRUCT PEDESTRIAN BIKE PATH ON ACQUIRED B&M RR LAND [93-11TE] |
| E-10 | ROCHESTER | 13274 | 2005 | P | NH 108 (SOUTH MAIN STREET) | ROADWAY RECONSTRUCTION FROM WHITEHALL ROAD TO COLUMBUS AVENUE |
| E-10 | ROCHESTER | 13274 | 2005 | C | NH 108 (SOUTH MAIN STREET) | ROADWAY RECONSTRUCTION FROM WHITEHALL ROAD TO COLUMBUS AVENUE |
| N/E | ROCHESTER | 13517 | 2004 | P | NH 125 | SIGNAL COORDINATION FROM BROCK STREET TO LOWELL STREET [00-23CM] |
| N/E | ROCHESTER | 13517 | 2005 | C | NH 125 | SIGNAL COORDINATION FROM BROCK STREET TO LOWELL STREET [00-23CM] |
| E-19 | ROCHESTER | 13590 | 2005 | P | SPAULDING TURNPIKE | REHAB BRIDGE OVER BLACKWATER ROAD - 194/149 |
| E-19 | ROCHESTER | 13590 | 2006 | C | SPAULDING TURNPIKE | REHAB BRIDGE OVER BLACKWATER ROAD - 194/149 |
| | ROCHESTER | 14019 | 2005 | R | NORTH MAIN ST | BRIDGE REHABILITATION OVER COCHECO RIVER - 127/106 |
| | ROCHESTER | 14019 | 2006 | C | NORTH MAIN ST | BRIDGE REHABILITATION OVER COCHECO RIVER - 127/106 |
| DNA | ROCHESTER | 14108 | 2004 | C | NH 125 | RECONSTRUCT INTERSECTION @ CHURCH STREET |
| E-10 | ROCHESTER | 14216 | 2005 | C | NH 125 | REHABILITATE PAVEMENT OF LEFT TURN LANE TO ROCHESTER NECK ROAD |
| | ROCHESTER | 14286 | 2008 | C | NH 11 & LITTLE FALLS ROAD | INTERSECTION IMPROVEMENTS |
| E-10 | ROCHESTER - PORTSMOUTH - SEABROOK | | 2007 | C | EASTERN TPK | RESURFACING FOR SFY 2007 |
| N/E | ROCHESTER-SOMERSWORTH-DOVER-NEWINGTON-PORTSMOUTH | 13880 | 2006 | P | SPAULDING TPK | "EXPRESS" BUS SERVICE FOR GENERAL PUBLIC BETWEEN ROCHESTER & PORTSMOUTH TO HAVE TIMELY CONNECTIONS WITH INTER-CITY & LOCAL TRANSPORTATION SERVICES [02-29CM] |

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|---|---|---|---|---|---|---|
| N/E | ROCHESTER-SOMERSWORTH-DOVER-NEWINGTON-PORTSMOUTH | 13880 | 2006 | C | SPAULDING TPK | "EXPRESS" BUS SERVICE FOR GENERAL PUBLIC BETWEEN ROCHESTER & PORTSMOUTH TO HAVE TIMELY CONNECTIONS WITH INTER-CITY & LOCAL TRANSPORTATION SERVICES [02-29CM] |
| E-10 | ROXBURY - SULLIVAN | 10439 | 2005 | P | NH 9 | RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI |
| E-10 | ROXBURY - SULLIVAN | 10439 | 2005 | R | NH 9 | RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI |
| E-10 | ROXBURY - SULLIVAN | 10439 | 2006 | R | NH 9 | RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI |
| E-10 | ROXBURY - SULLIVAN | 10439 | 2011 | R | NH 9 | RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI |
| E-10 | ROXBURY - SULLIVAN | 10439 | 2012 | C | NH 9 | RECONSTRUCT SHOULDERS & WIDEN FROM EAST SULLIVAN, SOUTH 2.04 MI |
|  | RURAL OPERATIONAL SAFETY INITIATIVES | 14300 | 2004 | C | VARIOUS | 1) PURCHASE AND INSTALL PAVEMENT-EMBEDDED CROSSWALK LIGHTS; 2) PURCHASE PORTABLE MESSAGE BOARDS; 3) PURCHASE SPEED DISPLAY/TRAFFIC RECORDER TRAILERS |
| E-53 | RYE | 12595 | 2005 | C | NH 1A | RECONSTRUCT FOYES CORNER |
| E-19 | RYE | 13269 | 2005 | P | NH 1A | REPLACE WOODEN BRIDGE OVER SEAVEY'S CREEK - 252/156 |
| E-19 | RYE | 13269 | 2005 | R | NH 1A | REPLACE WOODEN BRIDGE OVER SEAVEY'S CREEK - 252/156 |
| E-19 | RYE | 13269 | 2007 | C | NH 1A | REPLACE WOODEN BRIDGE OVER SEAVEY'S CREEK - 252/156 |
| E-10 | RYE | 14132 | 2004 | C | NH 1A | INSTALL TIMBER WEARING COURSE OVER SEAVEY'S CREEK - 252/156 |
| N/E | SALEM | 04-20CM | 2006 | P |  | TRANSPORTATION MANAGEMENT ASSOCIATION, BUS SERVICE AND BIKE/PED PATH [04-20CM] |
| N/E | SALEM | 04-20CM | 2007 | C |  | TRANSPORTATION MANAGEMENT ASSOCIATION, BUS SERVICE AND BIKE/PED PATH [04-20CM] |
| N/E | SALEM | 12334 | 2005 | P | NH 28 | RECONSTRUCT INTERSECTION, MAIN STREET @ DEPOT STREET, INCLUDING SIGNALS, LEFT TURN LANES & APPROACHES |
| N/E | SALEM | 12334 | 2007 | R | NH 28 | RECONSTRUCT INTERSECTION, MAIN STREET @ DEPOT STREET, INCLUDING SIGNALS, LEFT TURN LANES & APPROACHES |
| N/E | SALEM | 12334 | 2008 | R | NH 28 | RECONSTRUCT INTERSECTION, MAIN STREET @ DEPOT STREET, INCLUDING SIGNALS, LEFT TURN LANES & APPROACHES |
| N/E | SALEM | 12334 | 2009 | C | NH 28 | RECONSTRUCT INTERSECTION, MAIN STREET @ DEPOT STREET, INCLUDING SIGNALS, LEFT TURN LANES & APPROACHES |
| N/E | SALEM | 13518 | 2005 | C | PELHAM ROAD | SIGNAL COORDINATION FROM NORTH POLICY ROAD WEST TO STILES ROAD [00-24CM] |
| N/E | SALEM TO MANCHESTER | 10418 | 2004 | P | I-93 | WIDENING FROM MASS S/L NORTH 4.5 MILES INCLUDING EXIT 1 & 2 & PELHAM ROAD INCLUDING BRIDGES |

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|---|---|---|---|---|---|---|
| N/E | SALEM TO MANCHESTER | 10418 | 2005 | P | I-93 | WIDENING FROM MASS S/L NORTH 4.5 MILES INCLUDING EXIT 1 & 2 & PELHAM ROAD INCLUDING BRIDGES |
| N/E | SALEM TO MANCHESTER | 10418 | 2005 | R | I-93 | WIDENING FROM MASS S/L NORTH 4.5 MILES INCLUDING EXIT 1 & 2 & PELHAM ROAD INCLUDING BRIDGES |
| N/E | SALEM TO MANCHESTER | 10418 | 2006 | P | I-93 | WIDENING FROM MASS S/L NORTH 4.5 MILES INCLUDING EXIT 1 & 2 & PELHAM ROAD INCLUDING BRIDGES |
| N/E | SALEM TO MANCHESTER | 10418 | 2006 | R | I-93 | WIDENING FROM MASS S/L NORTH 4.5 MILES INCLUDING EXIT 1 & 2 & PELHAM ROAD INCLUDING BRIDGES |
| N/E | SALEM TO MANCHESTER | 10418C | 2005 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2005 | R | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2006 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2006 | R | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2007 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2007 | R | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2008 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2008 | R | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2009 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2009 | R | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2010 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2010 | R | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418C | 2011 | P | I-93 | ENVIRONMENTAL IMPACT STUDY AND FINAL DESIGN FROM MASS S/L IN SALEM TO I-293 IN MANCHESTER |
| N/E | SALEM TO MANCHESTER | 10418G | 2006 | C | I-93 | PARK & RIDE @ EXIT 2 (Salem) [Part of 04-33CM] |

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|---|---|---|---|---|---|---|
| N/E | SALEM TO MANCHESTER | 10418H | 2010 | C | I-93 | PARK & RIDE @ EXIT 3 (Windham) [Part of 04-33CM] |
| N/E | SALEM TO MANCHESTER | 10418I | 2005 | C | I-93 | PARK & RIDE @ EXIT 5 (Londonderry) [Part of 04-33CM] |
| N/E | SALEM TO MANCHESTER | 10418J | 2011 | C | I-93 | WIDENING FROM MASS S/L NORTHERLY TO I-293 INCLUDING BRIDGES |
| N/E | SALEM TO MANCHESTER | 10418J | 2012 | C | I-93 | WIDENING FROM MASS S/L NORTHERLY TO I-293 INCLUDING BRIDGES |
| N/E | SALEM TO MANCHESTER | 10418L | 2005 | C | I-93 | IMPLEMENT EXPANDED BUS SERVICE & NEW COMMUTER INCENTIVE PROGRAM. PURCHASE 14 COMMUTER COACHES & PROVIDE 3 YEARS OF OPERATING SUPPORT [04-04CM] |
| N/E | SALEM TO MANCHESTER | 10418L | 2006 | C | I-93 | IMPLEMENT EXPANDED BUS SERVICE & NEW COMMUTER INCENTIVE PROGRAM. PURCHASE 14 COMMUTER COACHES & PROVIDE 3 YEARS OF OPERATING SUPPORT [04-04CM] |
| N/E | SALEM TO MANCHESTER | 10418M | 2005 | C | I-93 | CONSTRUCT BUS TERMINAL BUILDING AT EXIT 4 PARK'N'RIDE [Londonderry] [Part of 04-33CM] |
| N/E | SALEM TO MANCHESTER | 10418N | 2005 | C | I-93 | BUS MAINTENANCE FACILITY AT EXIT 5 (Londonderry)[Part of 04-33CM] |
| N/E | SALEM TO MANCHESTER | 10418Z | 2004 | P | I-93 | IMPLEMENTATION OF INCIDENT MANAGEMENT AND ITS TECHNOLOGIES FOR OVERALL CORRIDOR, TO IMPROVE EFFICIENCY BEFORE, DURING & AFTER I-93 CONSTRUCTION |
| N/E | SALEM TO MANCHESTER | 10418Z | 2005 | P | I-93 | IMPLEMENTATION OF INCIDENT MANAGEMENT AND ITS TECHNOLOGIES FOR OVERALL CORRIDOR, TO IMPROVE EFFICIENCY BEFORE, DURING & AFTER I-93 CONSTRUCTION |
| N/E | SALEM TO MANCHESTER | 10418Z | 2005 | C | I-93 | IMPLEMENTATION OF INCIDENT MANAGEMENT AND ITS TECHNOLOGIES FOR OVERALL CORRIDOR, TO IMPROVE EFFICIENCY BEFORE, DURING & AFTER I-93 CONSTRUCTION |
| N/E | SALEM TO MANCHESTER | 10418Z | 2006 | C | I-93 | IMPLEMENTATION OF INCIDENT MANAGEMENT AND ITS TECHNOLOGIES FOR OVERALL CORRIDOR, TO IMPROVE EFFICIENCY BEFORE, DURING & AFTER I-93 CONSTRUCTION |
| N/E | SALEM TO MANCHESTER | 13933A | 2009 | C | I-93 | RECONSTRUCT & WIDEN MAINLINE FROM S/L TO EXIT 1 (Salem) |
| N/E | SALEM TO MANCHESTER | 13933B | 2006 | C | I-93 | REPLACE CROSS STREET BRIDGE AND EXIT 1 EMBANKMENT (Salem) |
| N/E | SALEM TO MANCHESTER | 13933C | 2006 | C | I-93 | EXIT 1: REPLACE RAMP BRIDGES & RECONSTRUCT RAMPS (Salem) |
| N/E | SALEM TO MANCHESTER | 13933D | 2008 | C | I-93 | RECONSTRUCT & WIDEN MAINLINE BETWEEN EXIT 1 & 2 AND REPLACE BRIDGES OVER NH 38 (Salem) |

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|---|---|---|---|---|---|---|
| N/E | SALEM TO MANCHESTER | 13933E | 2008 | C | I-93 | EXIT 2, REPLACE BRIDGES OVER PELHAM ROAD (Salem) |
| | SALEM TO MANCHESTER | 13933F | 2009 | C | I-93 | EXIT 2 INTERCHANGE (Windham) |
| N/E | SALEM TO MANCHESTER | 13933G | 2008 | C | I-93 | MEDIAN WORK & REPLACE BROOKDALE ROAD BRIDGE (Salem) |
| N/E | SALEM TO MANCHESTER | 13933H | 2007 | C | I-93 | CONSTRUCT RELOCATED MAINLINE & NEW BRIDGES OVER NH 111A FROM BROOKDALE RD (approx) TO NH 111A (Salem-Windham) |
| N/E | SALEM TO MANCHESTER | 13933H | 2008 | C | I-93 | CONSTRUCT RELOCATED MAINLINE & NEW BRIDGES OVER NH 111A FROM BROOKDALE RD (approx) TO NH 111A (Salem-Windham) |
| N/E | SALEM TO MANCHESTER | 13933I | 2006 | C | I-93 | EXIT 3 NH 111 BRIDGES AND NH 111 RELOCATION (Windham) |
| N/E | SALEM TO MANCHESTER | 13933I | 2007 | C | I-93 | EXIT 3 NH 111 BRIDGES AND NH 111 RELOCATION (Windham) |
| N/E | SALEM TO MANCHESTER | 13933J | 2008 | C | I-93 | EXIT 3 INTERCHANGE (Windham) |
| N/E | SALEM TO MANCHESTER | 13933K | 2011 | C | I-93 | RECONSTRUCT AND WIDEN MAINLINE NORTH OF EXIT 3 THROUGH WEIGH STATIONS (Windham) |
| | SALEM TO MANCHESTER | 13933L | 2011 | C | I-93 | RECONSTRUCT & WIDEN MAINLINE (Projects to be broken out) |
| | SALEM TO MANCHESTER | 13933L | 2012 | C | I-93 | RECONSTRUCT & WIDEN MAINLINE (Projects to be broken out) |
| ATT | SANBORNTON - BELMONT | 14150 | 2005 | R | US 3 | MOSQUITO BRIDGE DECK REPLACEMENT OVER LAKE WINNISQUAM - 231/073 |
| ATT | SANBORNTON - BELMONT | 14150 | 2006 | C | US 3 | MOSQUITO BRIDGE DECK REPLACEMENT OVER LAKE WINNISQUAM - 231/073 |
| E-33 | SANDOWN | 04-56TE | 2006 | P | NH 121A | TOWN CENTER SIDEWALK IMPROVEMENT PLAN - CONSTRUCT APPROXIMATELY 2,000' OF SIDEWALK ALONG EAST SIDE EXTENDING FROM SANDOWN ELEMENTARY SCHOOL TO SANDOWN DEPOT, CONNECTING SCHOOL, TOWN LIBRARY, TOWN HALL, DEPOT MUSEUM, RAIL TRAIL, AND ADJACENT RESIDENTIAL AR |
| E-33 | SANDOWN | 04-56TE | 2007 | C | NH 121A | TOWN CENTER SIDEWALK IMPROVEMENT PLAN - CONSTRUCT APPROXIMATELY 2,000' OF SIDEWALK ALONG EAST SIDE EXTENDING FROM SANDOWN ELEMENTARY SCHOOL TO SANDOWN DEPOT, CONNECTING SCHOOL, TOWN LIBRARY, TOWN HALL, DEPOT MUSEUM, RAIL TRAIL, AND ADJACENT RESIDENTIAL AR |
| ATT | SANDOWN | 14260 | 2009 | P | FREMONT ROAD | BRIDGE REPLACEMENT OVER EXETER RIVER - 098/117 |
| ATT | SANDOWN | 14260 | 2009 | R | FREMONT ROAD | BRIDGE REPLACEMENT OVER EXETER RIVER - 098/117 |

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| ATT | SANDOWN | 14260 | 2009 | C | FREMONT ROAD | BRIDGE REPLACEMENT OVER EXETER RIVER - 098/117 |
| E-52 | SEABROOK | 13790 | 2005 | P | NH 1A | TRAFFIC SIGNAL UPGRADE @ HOOKSETT ROAD |
| E-52 | SEABROOK | 13790 | 2005 | C | NH 1A | TRAFFIC SIGNAL UPGRADE @ HOOKSETT ROAD |
| N/E | SEABROOK TO PORTSMOUTH | 11151E | 2005 | P | BLUE STAR TPK (I-95) | ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF CHANGEABLE MESSAGE BOARDS, HIGHWAY ADVISORY RADIO TO IMPROVE MOTORIST SAFETY AND AWARENESS [04-31CM] |
| N/E | SEABROOK TO PORTSMOUTH | 11151E | 2007 | C | BLUE STAR TPK (I-95) | ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF CHANGEABLE MESSAGE BOARDS, HIGHWAY ADVISORY RADIO TO IMPROVE MOTORIST SAFETY AND AWARENESS [04-31CM] |
| N/E | SEABROOK TO PORTSMOUTH | 11151F | 2005 | P | BLUE STAR TPK (I-95) | ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF CHANGEABLE MESSAGE BOARDS, HIGHWAY ADVISORY RADIO TO IMPROVE MOTORIST SAFETY AND AWARENESS |
| N/E | SEABROOK TO PORTSMOUTH | 11151F | 2007 | C | BLUE STAR TPK (I-95) | ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF CHANGEABLE MESSAGE BOARDS, HIGHWAY ADVISORY RADIO TO IMPROVE MOTORIST SAFETY AND AWARENESS |
| E-10 | SEABROOK-PORTSMOUTH | 14298 | 2006 | P | EASTERN TPK | RESURFACING FOR SFY 2006 |
| E-10 | SEABROOK-PORTSMOUTH | 14298 | 2006 | C | EASTERN TPK | RESURFACING FOR SFY 2006 |
| E-28 | SOMERSWORTH | 04-59TE | 2007 | P | | RENOVATE THE HISTORIC B&M RAILROAD STATION 319 IN DOWNTOWN SOMERSWORTH CREATING A PUBLICLY ACCESSIBLE HISTORIC AREA & MULTI-MODAL TRANSPORTATION FOCAL POINT IN THE DOWNTOWN [04-59TE] |
| E-28 | SOMERSWORTH | 04-59TE | 2008 | C | | RENOVATE THE HISTORIC B&M RAILROAD STATION 319 IN DOWNTOWN SOMERSWORTH CREATING A PUBLICLY ACCESSIBLE HISTORIC AREA & MULTI-MODAL TRANSPORTATION FOCAL POINT IN THE DOWNTOWN [04-59TE] |
| E-15 | SOUTHWEST | | 2011 | P | | SOUTHWEST REGIONAL WELCOME CENTER (Location To Be Determined) |
| E-36 | SPR #1 | | 2005 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #1 | | 2006 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #1 | | 2007 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #1 | | 2008 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #1 | | 2009 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #1 | | 2010 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #1 | | 2011 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |

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| E-36 | SPR #1 | | 2012 | P | | STATE PLANNING & RESEARCH - PART #1 "PLANNING" |
| E-36 | SPR #2 | | 2005 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2006 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2007 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2008 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2009 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2010 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2011 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-36 | SPR #2 | | 2012 | P | | STATE PLANNING & RESEARCH - PART #2 "RESEARCH" |
| E-21 | STATEWIDE | | 2003 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2003 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2003 | U | TRANSIT | RURAL TRANSIT PLANNING |
| DNA | STATEWIDE | | 2004 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2004 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |
| E-21 | STATEWIDE | | 2004 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2004 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2004 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-19 | STATEWIDE | | 2005 | P | VARIOUS | MOVEABLE BRIDGE INSPECTION |
| E-34 | STATEWIDE | | 2005 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2005 | R | VARIOUS | REVOLVING LOAN FUND FOR SHORTLINE RAILROADS |
| DNA | STATEWIDE | | 2005 | C | VARIOUS | SPECIAL RAILROAD FUND |
| | STATEWIDE | | 2005 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2005 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| E-21 | STATEWIDE | | 2005 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2005 | U | TRANSIT | RURAL PUBLIC TRANSIT |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-36 | STATEWIDE | | 2005 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-30 | STATEWIDE | | 2005 | U | TRANSIT | ACQUISITION OF COMMUTER BUS FOR SALEM - PLAISTOW - WINDHAM AREA |
| E-34 | STATEWIDE | | 2006 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2006 | C | VARIOUS | SPECIAL RAILROAD FUND |
| | STATEWIDE | | 2006 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2006 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| E-21 | STATEWIDE | | 2006 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2006 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2006 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-34 | STATEWIDE | | 2007 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2007 | R | VARIOUS | REVOLVING LOAN FUND FOR SHORTLINE RAILROADS |
| DNA | STATEWIDE | | 2007 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2007 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |
| | STATEWIDE | | 2007 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2007 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| E-21 | STATEWIDE | | 2007 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2007 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2007 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-34 | STATEWIDE | | 2008 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2008 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2008 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |
| | STATEWIDE | | 2008 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2008 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| DNA | STATEWIDE | | 2008 | U | VARIOUS AIRPORTS | STATE AIRPORT SYSTEM PLANNING |
| E-21 | STATEWIDE | | 2008 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-21 | STATEWIDE | | 2008 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2008 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-34 | STATEWIDE | | 2009 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2009 | R | VARIOUS | REVOLVING LOAN FUND FOR SHORTLINE RAILROADS |
| DNA | STATEWIDE | | 2009 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2009 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |
| | STATEWIDE | | 2009 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2009 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| DNA | STATEWIDE | | 2009 | U | VARIOUS AIRPORTS | STATE AIRPORT SYSTEM PLANNING |
| E-21 | STATEWIDE | | 2009 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2009 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2009 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-19 | STATEWIDE | | 2010 | P | VARIOUS | MOVEABLE BRIDGE INSPECTION |
| E-34 | STATEWIDE | | 2010 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2010 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2010 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |
| | STATEWIDE | | 2010 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2010 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| E-21 | STATEWIDE | | 2010 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2010 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2010 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-34 | STATEWIDE | | 2011 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2011 | R | VARIOUS | REVOLVING LOAN FUND FOR SHORTLINE RAILROADS |
| DNA | STATEWIDE | | 2011 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2011 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| | STATEWIDE | | 2011 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2011 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| E-21 | STATEWIDE | | 2011 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2011 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2011 | U | TRANSIT | RURAL TRANSIT PLANNING |
| E-34 | STATEWIDE | | 2012 | P | VARIOUS | TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (ITS, CARS-511) |
| DNA | STATEWIDE | | 2012 | C | VARIOUS | SPECIAL RAILROAD FUND |
| DNA | STATEWIDE | | 2012 | C | VARIOUS | IMPROVEMENTS TO SHORT LINE RAILROADS |
| | STATEWIDE | | 2012 | C | VARIOUS | PROJECTS TO BE DETERMINED ON TURNPIKE SYSTEM (Annual Project) |
| DNA | STATEWIDE | | 2012 | U | VARIOUS AIRPORTS | PAVEMENT MAINTENANCE |
| DNA | STATEWIDE | | 2012 | U | VARIOUS AIRPORTS | STATE AIRPORT SYSTEM PLANNING |
| E-21 | STATEWIDE | | 2012 | U | TRANSIT | ELDERLY AND PERSONS WITH DISABILITIES TRANSPORTATION PROGRAM |
| E-21 | STATEWIDE | | 2012 | U | TRANSIT | RURAL PUBLIC TRANSIT |
| E-36 | STATEWIDE | | 2012 | U | TRANSIT | RURAL TRANSIT PLANNING |
| N/E | STATEWIDE | 04-05CM | 2007 | C | VARIOUS | EXPANSION OF THE ALTERNATIVE FUEL VEHICLE PROJECT (AFVP) TO PROVIDE INCREMENTAL COSTS OF AFVS AND 80% INFRASTRUCTURE COSTS [04-05CM] |
| E-34 | STATEWIDE | 11186 | 2003 | P | TURNPIKES | TURNPIKE EXPANSION CONSULTANT STUDIES FOR BOND ISSUANCE SUPPORT |
| E-34 | STATEWIDE | 11186 | 2006 | P | TURNPIKES | TURNPIKE EXPANSION CONSULTANT STUDIES FOR BOND ISSUANCE SUPPORT |
| E-38 | STATEWIDE | 114-UBI | 2005 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2006 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2007 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2008 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2009 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2010 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2011 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |
| E-38 | STATEWIDE | 114-UBI | 2012 | P | VARIOUS | UNDERWATER BRIDGE INSPECTION (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-19 | STATEWIDE | 117-MO | 2008 | C | VARIOUS | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Annual Project) |
| E-19 | STATEWIDE | 117-MO | 2009 | C | VARIOUS | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Annual Project) |
| E-19 | STATEWIDE | 117-MO | 2010 | C | VARIOUS | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Annual Project) |
| E-19 | STATEWIDE | 117-MO | 2011 | C | VARIOUS | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Annual Project) |
| E-19 | STATEWIDE | 117-MO | 2012 | C | VARIOUS | MUNICIPAL OWNED BRIDGE REHABILITATION & REPLACEMENT PROJECTS (Annual Project) |
| E-38 | STATEWIDE | 11848 | 2005 | P | | STATEWIDE MONITORING OF ENVIRONMENTAL MITIGATION MEASURES |
| E-38 | STATEWIDE | 11848 | 2006 | P | | STATEWIDE MONITORING OF ENVIRONMENTAL MITIGATION MEASURES |
| E-38 | STATEWIDE | 11848 | 2007 | P | | STATEWIDE MONITORING OF ENVIRONMENTAL MITIGATION MEASURES |
| E-11 | STATEWIDE | 12223* | 2005 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2006 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2007 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2008 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2009 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2010 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2011 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-11 | STATEWIDE | 12223* | 2012 | C | VARIOUS | PAVEMENT MARKING (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2005 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2006 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2007 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2008 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2009 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2010 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-35 | STATEWIDE | 12563* | 2011 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-35 | STATEWIDE | 12563* | 2012 | P | | ANNUAL TRAINING PROGRAM (Annual Project) |
| E-34 | STATEWIDE | 13122B | 2006 | C | TURNPIKES | ELECTRONIC TRANSPONDER TOLL EQUIPMENT FOR FACILITIES @ HOOKSETT, BEDFORD, MERRIMACK, HAMPTON, DOVER & ROCHESTER |
| E-34 | STATEWIDE | 13122B | 2007 | C | TURNPIKES | ELECTRONIC TRANSPONDER TOLL EQUIPMENT FOR FACILITIES @ HOOKSETT, BEDFORD, MERRIMACK, HAMPTON, DOVER & ROCHESTER |
| E-6 | STATEWIDE | 13408 | 2004 | P | I-89, I-93, I-95 | INTERSTATE CULVERT INSPECTION & REPAIR / REPLACEMENT |
| E-6 | STATEWIDE | 13408 | 2004 | R | I-89, I-93, I-95 | INTERSTATE CULVERT INSPECTION & REPAIR / REPLACEMENT |
| E-6 | STATEWIDE | 13408 | 2005 | C | I-89, I-93, I-95 | INTERSTATE CULVERT INSPECTION & REPAIR / REPLACEMENT |
| E-42 | STATEWIDE | 13763C | 2005 | P | VARIOUS | ANNUAL STATEWIDE PROGRAM FOR THE EXPANDED WILD FLOWER ESTABLISHMENT PROGRAM FOR USE IN PLANTING NATIVE WILD FLOWERS (License Plate Program) |
| E-42 | STATEWIDE | 13763C | 2005 | C | VARIOUS | ANNUAL STATEWIDE PROGRAM FOR THE EXPANDED WILD FLOWER ESTABLISHMENT PROGRAM FOR USE IN PLANTING NATIVE WILD FLOWERS (License Plate Program) |
| DNA | STATEWIDE | 13787 | 2004 | P | VARIOUS | MAINTENANCE MANAGEMENT SOFTWARE, PURCHASE AND IMPLEMENTATION |
| E-34 | STATEWIDE | 14053 | 2005 | P | | TRAVEL DEMAND MODEL UPDATE USING 2000 CENSUS DATA |
| E-52 | STATEWIDE | 14054 | 2004 | C | VARIOUS | CONVERSION OF VARIOUS TRAFFIC SIGNALS TO LED SIGNAL HEADS |
| E-34 | STATEWIDE | 14069 | 2005 | P | | UPDATE OF THE LONG RANGE STATEWIDE TRANSPORTATION PLAN (LRSTP) |
| E-10 | STATEWIDE | 14100 | 2004 | C | SECONDARY SYSTEM | REHABILITATE / RECLAIM / CHIP SEAL ON VARIOUS SECTIONS OF ROADS |
| E-6 | STATEWIDE | 14117 | 2004 | C | VARIOUS | INTERSECTION UPGRADES OR REPAIRS THROUGHOUT THE STATE |
| E-34 | STATEWIDE | 14190 | 2005 | P | | PERAMBULATION OF STATE BOUNDARIES WITH VT AND MAINE |
| E-6 | STATEWIDE | 14244 | 2004 | C | | PURCHASE OF RETROREFLECTIVE PAVEMENT MARKING BEADS FOR STATE HIGHWAY SYSTEM IN FY 2004 |
| E-46 | STATEWIDE | 14259 | 2004 | C | VARIOUS | ENVIRONMENTAL REMEDIATION AT VARIOUS DIV. OF OPERATIONS FACILITIES |
| E-46 | STATEWIDE | 14259 | 2005 | C | VARIOUS | ENVIRONMENTAL REMEDIATION AT VARIOUS DIV. OF OPERATIONS FACILITIES |
| | STATEWIDE | 14259J | 2005 | C | ENVIRONMENTAL REMEDIATION | SOIL SAMPLING & ANALYSIS AT TWIN MOUNTAIN PATROL SHED 111 |
| E-6 | STATEWIDE | 14264 | 2005 | P | VARIOUS | INSTALLATION OF SNOW SCREENING ON VARIOUS BRIDGES |
| E-6 | STATEWIDE | 14264 | 2006 | C | VARIOUS | INSTALLATION OF SNOW SCREENING ON VARIOUS BRIDGES |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| N/E | STATEWIDE | 14265 | 2005 | P | | CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM] |
| N/E | STATEWIDE | 14265 | 2006 | P | | CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM] |
| N/E | STATEWIDE | 14265 | 2007 | C | | CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM] |
| | STATEWIDE | 14332 | 2004 | C | | PURCHASE PORTABLE SCALES FOR THE NEW HAMPSHIRE DEPARTMENT OF SAFETY |
| ATT | STATEWIDE | 19A-EFH* | 2005 | P | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2005 | R | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2005 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2006 | P | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2006 | R | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2006 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2007 | P | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2007 | R | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2007 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2008 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2009 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2010 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| ATT | STATEWIDE | 19A-EFH* | 2011 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | STATEWIDE | 19A-EFH* | 2012 | C | VARIOUS | TO ENHANCE NATIONAL BENEFITS BY PROVIDING CONSTRUCTION & MAINTENANCE OF FOREST HIGHWAYS (Annual Project) |
| N/E | STATEWIDE | 320-ONA | 2011 | C | VARIOUS | PROJECT MUST BE IN NON-ATTAIN AREAS (Annual Project) |
| N/E | STATEWIDE | 320-ONA | 2012 | C | VARIOUS | PROJECT MUST BE IN NON-ATTAIN AREAS (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2005 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2005 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2005 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2006 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2006 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2006 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2007 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2007 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2007 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2008 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2008 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2008 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2009 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2009 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2009 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2010 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |

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|---|---|---|---|---|---|---|
| E-34 | STATEWIDE | 332-SB | 2010 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2010 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2011 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2011 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2011 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2012 | P | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2012 | R | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-34 | STATEWIDE | 332-SB | 2012 | C | VARIOUS | SCENIC BYWAYS CORRIDOR MANAGEMENT, PLANNING, AND DEVELOPMENT OF FACILITIES, TO ENHANCE SCENIC QUALITIES OF NEW HAMPSHIRE (Annual Project) |
| E-45 | STATEWIDE | 33B-TE | 2010 | C | VARIOUS | TRANSPORTATION ENHANCEMENT PROJECTS (Annual Project) |
| E-45 | STATEWIDE | 33B-TE | 2011 | C | VARIOUS | TRANSPORTATION ENHANCEMENT PROJECTS (Annual Project) |
| E-45 | STATEWIDE | 33B-TE | 2012 | C | VARIOUS | TRANSPORTATION ENHANCEMENT PROJECTS (Annual Project) |
| E-10 | STATEWIDE | 33D-PRR | 2005 | P | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2005 | R | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2005 | C | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2006 | P | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2006 | R | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2006 | C | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2007 | P | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-10 | STATEWIDE | 33D-PRR | 2007 | R | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-10 | STATEWIDE | 33D-PRR | 2007 | C | VARIOUS | PAVEMENT RESURFACING, REHABILITATION & CRACKSEAL PROGRAM & RELATED WORK (Annual Federal Project) |
| E-9 | STATEWIDE | 33P-GR | 2005 | P | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2005 | R | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2005 | C | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2006 | P | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2006 | R | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2006 | C | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2007 | P | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2007 | R | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2007 | C | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2011 | P | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2011 | C | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2012 | P | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-9 | STATEWIDE | 33P-GR | 2012 | C | VARIOUS | GUARDRAIL REPLACEMENT [Federal Aid Guardrail Improvement Program] (Annual Project) |
| E-30 | STATEWIDE | 68016 | 2005 | U | | BUS & BUS RELATED EQUIPMENT ACQUISITIONS FOR PUBLIC TRANSIT OPERATORS |
| E-31 | STATEWIDE | 68017 | 2005 | U | | BUS EQUIPMENT FACILITIES FOR PUBLIC TRANSIT OPERATORS |
| | STATEWIDE | BET-BRPI | 2004 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2005 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2006 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2007 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2008 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2009 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2010 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2011 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |
| | STATEWIDE | BET-BRPI | 2012 | C | VARIOUS | BRIDGE REHABILITATION, PRESERVATION & IMPROVEMENT PROJECTS [Id 4212] |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-6 | STATEWIDE | BET-HIRI* | 2004 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2005 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2006 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2007 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2008 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2009 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2010 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2011 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| E-6 | STATEWIDE | BET-HIRI* | 2012 | C | VARIOUS | HAZARDOUS INTERSECTION AND ROADWAY IMPROVEMENTS AS PROPOSED BY RPC'S (Annual Project)[Id 3639] |
| N/E | STATEWIDE | BET-ISU | 2004 | C | VARIOUS | INTERSECTION / SIGNAL UPGRADES @ VARIOUS LOCATIONS (Bureau of Traffic)[Id 3833] |
| N/E | STATEWIDE | BET-ISU | 2005 | C | VARIOUS | INTERSECTION / SIGNAL UPGRADES @ VARIOUS LOCATIONS (Bureau of Traffic)[Id 3833] |
| N/E | STATEWIDE | BET-ISU | 2006 | C | VARIOUS | INTERSECTION / SIGNAL UPGRADES @ VARIOUS LOCATIONS (Bureau of Traffic)[Id 3833] |
| N/E | STATEWIDE | BET-ISU | 2007 | C | VARIOUS | INTERSECTION / SIGNAL UPGRADES @ VARIOUS LOCATIONS (Bureau of Traffic)[Id 3833] |
| ALL | STATEWIDE | EPF* | 2005 | U | VARIOUS | SET ASIDE FUNDS FOR EMERGENCY PROJECTS |
| ALL | STATEWIDE | EPF* | 2006 | U | VARIOUS | SET ASIDE FUNDS FOR EMERGENCY PROJECTS |
| ALL | STATEWIDE | EPF* | 2007 | U | VARIOUS | SET ASIDE FUNDS FOR EMERGENCY PROJECTS |
| E-10 | STATEWIDE | IPPP | 2005 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2005 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2006 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-10 | STATEWIDE | IPPP | 2006 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2007 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2007 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2008 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2008 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2009 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2009 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2010 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2010 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2011 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2011 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2012 | P | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-10 | STATEWIDE | IPPP | 2012 | C | I-89, I-93, I-95, I-293, I-393 | INTERSTATE MAINTENANCE & INTERSTATE PAVEMENT PRESERVATION PROGRAM (Annual Project) |
| E-33 | STATEWIDE | P8903* | 2005 | P | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2005 | R | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2005 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2006 | P | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2006 | R | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2006 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2007 | P | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-33 | STATEWIDE | P8903* | 2007 | R | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2007 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2008 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2009 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2010 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2011 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
| E-33 | STATEWIDE | P8903* | 2012 | C | VARIOUS | RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY |
|  | STATEWIDE | P8903I | 2004 | C | VARIOUS | NATIONAL RECREATIONAL TRAIL FUNDS PROGRAM FY 2004 |
| E-6 | STATEWIDE | POMVIP | 2005 | P | VARIOUS | SAFETY INCENTIVE PROGRAMS TO PREVENT OPERATION OF MOTOR VEHICLES BY INTOXICATED PERSONS |
| E-6 | STATEWIDE | POMVIP | 2006 | P | VARIOUS | SAFETY INCENTIVE PROGRAMS TO PREVENT OPERATION OF MOTOR VEHICLES BY INTOXICATED PERSONS |
| E-6 | STATEWIDE | POMVIP | 2007 | P | VARIOUS | SAFETY INCENTIVE PROGRAMS TO PREVENT OPERATION OF MOTOR VEHICLES BY INTOXICATED PERSONS |
| E-1 | STATEWIDE | RR-RCS | 2005 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2005 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2005 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2006 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2006 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2006 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2007 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2007 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2007 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2009 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2009 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2009 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2010 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-1 | STATEWIDE | RR-RCS | 2010 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2010 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2011 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2011 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2011 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2012 | P | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2012 | R | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-1 | STATEWIDE | RR-RCS | 2012 | C | VARIOUS | RECONSTRUCTION OF CROSSINGS, SIGNALS, & RELATED WORK (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2005 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2005 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2005 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2006 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2006 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2006 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2007 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2007 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2007 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2008 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2008 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2008 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-8 | STATEWIDE | RR-REPD | 2009 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2009 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2009 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2010 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2010 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2010 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2011 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2011 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2011 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2012 | P | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2012 | R | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| E-8 | STATEWIDE | RR-REPD | 2012 | C | VARIOUS | REMOVE EXISTING PROTECTIVE DEVICES & RELOCATE @ CROSSINGS (Annual Project) |
| | STATEWIDE | SABP | 2008 | C | VARIOUS | STATE AID BRIDGE PROJECTS |
| | STATEWIDE | SABP | 2009 | C | VARIOUS | STATE AID BRIDGE PROJECTS |
| | STATEWIDE | SABP | 2010 | C | VARIOUS | STATE AID BRIDGE PROJECTS |
| | STATEWIDE | SABP | 2011 | C | VARIOUS | STATE AID BRIDGE PROJECTS |
| | STATEWIDE | SABP | 2012 | C | VARIOUS | STATE AID BRIDGE PROJECTS |
| | STATEWIDE | SAHP | 2007 | C | VARIOUS | STATE AID HIGHWAY PROJECTS |
| | STATEWIDE | SAHP | 2008 | C | VARIOUS | STATE AID HIGHWAY PROJECTS |
| | STATEWIDE | SAHP | 2009 | C | VARIOUS | STATE AID HIGHWAY PROJECTS |
| | STATEWIDE | SAHP | 2010 | C | VARIOUS | STATE AID HIGHWAY PROJECTS |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| | STATEWIDE | SAHP | 2011 | C | VARIOUS | STATE AID HIGHWAY PROJECTS |
| | STATEWIDE | SAHP | 2012 | C | VARIOUS | STATE AID HIGHWAY PROJECTS |
| E-44 | STATEWIDE | USSS* | 2005 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2005 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2006 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2006 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2007 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2007 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2008 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2008 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2009 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2009 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2010 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2010 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2011 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2011 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2012 | P | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-44 | STATEWIDE | USSS* | 2012 | C | VARIOUS | UPDATE SIGNING ON STATE SYSTEM (Annual Project) |
| E-6 | STATEWIDE - SAFETY CRASH IMPROVEMENT | 13145 | 2004 | P | VARIOUS | DEVELOPMENT OF A STATEWIDE CRASH LOCATION IMPROVEMENT PROJECT |
| E-34 | STATEWIDE - SPR | | 2005 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | | 2006 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | | 2007 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | | 2008 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-34 | STATEWIDE - SPR | | 2009 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | | 2010 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | | 2011 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | | 2012 | P | | NEW ENGLAND TRANSPORTATION CONSORTIUM POOLED FUND STUDY (SPR-003(089)) (Annual Project) |
| E-34 | STATEWIDE - SPR | 13579 | 2004 | P | | COMPUTER APPLICATION SUPPORT FOR GIS AND ACCIDENT DATA MIGRATION AND HPMS UPGRADES AND IMPROVEMENTS |
| E-34 | STATEWIDE - SPR | 13733H | 2005 | P | | ALTERNATE APPROACH SLAB REINFORCEMENT |
| E-34 | STATEWIDE - SPR | 13733I | 2005 | P | | NHDOT BRIDGE DECK CONDITION SURVEYS: SYNTHESIS, EVALUATION, AND RECOMMENDATIONS |
| ATT | STATEWIDE - SPR | 13733T | 2005 | P | NH 12A / NH 16 | RESEARCH - BRIDGE 092/058 IN GORHAM & BRIDGE 072/127 IN CLAREMONT: PERFORM BASELINE TESTING, TREAT WITH SURTREAT CORROSION INHIBITOR, PERFORM POST-APPLICATION TESTING AND EVALUATION OF PRODUCT PERFORMANCE |
| | STATEWIDE - SPR | TPF5075 | 2005 | P | | POOLED FUND PROJECT - EXTENDING THE SEASON FOR CONCRETE CONSTRUCTION AND REPAIR--PHASE II, DEFINING ENGINEERING PARAMETERS |
| E-34 | STATEWIDE - TCSP | TCSP | 2005 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2005 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2005 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2006 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2006 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2006 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |

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| E-34 | STATEWIDE - TCSP | TCSP | 2007 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2007 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2007 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2008 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2008 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2008 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2009 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2009 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2009 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2010 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2010 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2010 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2011 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-34 | STATEWIDE - TCSP | TCSP | 2011 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2011 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2012 | P | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2012 | R | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE - TCSP | TCSP | 2012 | C | VARIOUS | TRANSPORTATION COMMUNITY AND SYSTEM PRESERVATION GRANTS AND SECTION 115 GRANTS AWARDED TO COMMUNITIES THROUGH CONGRESSIONAL EARMARKS (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2005 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2006 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2007 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2008 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2009 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2010 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2011 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE M & R ACTIVITIES | 13921* | 2012 | P | | EQUIPMENT SERVICE & CALIBRATION AGREEMENTS AND PROJECT RELATED CONSUMABLES (Annual Project) |
| E-34 | STATEWIDE MISC P.E. | | 2005 | P | VARIOUS | SET ASIDE FUNDS FOR UNANTICIPATED P.E. INCREASES |
| E-34 | STATEWIDE MISC P.E. | | 2006 | P | VARIOUS | SET ASIDE FUNDS FOR UNANTICIPATED P.E. INCREASES |
| E-34 | STATEWIDE MISC P.E. | | 2007 | P | VARIOUS | SET ASIDE FUNDS FOR UNANTICIPATED P.E. INCREASES |
| E-34 | STATEWIDE MISC R.O.W. | | 2005 | R | VARIOUS | SET ASIDE FUNDS FOR UNANTICIPATED R.O.W. INCREASES |
| E-34 | STATEWIDE MISC R.O.W. | | 2006 | R | VARIOUS | SET ASIDE FUNDS FOR UNANTICIPATED R.O.W. INCREASES |

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| E-34 | STATEWIDE MISC R.O.W. | | 2007 | R | VARIOUS | SET ASIDE FUNDS FOR UNANTICIPATED R.O.W. INCREASES |
| E-42 | STATEWIDE NATIVE WILDFLOWERS | 13763A | 2005 | C | VARIOUS | ANNUAL STATEWIDE PROGRAM FOR THE EXPANDED WILD FLOWER ESTABLISHMENT PROGRAM FOR USE IN PLANTING NATIVE WILD FLOWERS |
| E-10 | STATEWIDE P.E. | | 2008 | P | VARIOUS | PRELIMINARY ENGINEERING (Annual Funding) |
| E-10 | STATEWIDE P.E. | | 2009 | P | VARIOUS | PRELIMINARY ENGINEERING (Annual Funding) |
| E-10 | STATEWIDE P.E. | | 2010 | P | VARIOUS | PRELIMINARY ENGINEERING (Annual Funding) |
| E-10 | STATEWIDE P.E. | | 2011 | P | VARIOUS | PRELIMINARY ENGINEERING (Annual Funding) |
| E-10 | STATEWIDE P.E. | | 2012 | P | VARIOUS | PRELIMINARY ENGINEERING (Annual Funding) |
| ALL | STATEWIDE P.E. | NPE* | 2005 | P | VARIOUS | SET ASIDE FUNDS FOR "NEW" UNANTICIPATED P.E. FOR PROJECTS |
| ALL | STATEWIDE P.E. | NPE* | 2006 | P | VARIOUS | SET ASIDE FUNDS FOR "NEW" UNANTICIPATED P.E. FOR PROJECTS |
| ALL | STATEWIDE P.E. | NPE* | 2007 | P | VARIOUS | SET ASIDE FUNDS FOR "NEW" UNANTICIPATED P.E. FOR PROJECTS |
| E-10 | STATEWIDE R.O.W. | | 2008 | R | VARIOUS | RIGHT OF WAY ACQUISITIONS (Annual Funding) |
| E-10 | STATEWIDE R.O.W. | | 2009 | R | VARIOUS | RIGHT OF WAY ACQUISITIONS (Annual Funding) |
| E-10 | STATEWIDE R.O.W. | | 2010 | R | VARIOUS | RIGHT OF WAY ACQUISITIONS (Annual Funding) |
| E-10 | STATEWIDE R.O.W. | | 2011 | R | VARIOUS | RIGHT OF WAY ACQUISITIONS (Annual Funding) |
| E-10 | STATEWIDE R.O.W. | | 2012 | R | VARIOUS | RIGHT OF WAY ACQUISITIONS (Annual Funding) |
| ALL | STATEWIDE R.O.W. | NROW* | 2005 | R | VARIOUS | SET ASIDE FUNDS FOR "NEW" UNANTICIPATED R.O.W. FOR PROJECTS |
| ALL | STATEWIDE R.O.W. | NROW* | 2006 | R | VARIOUS | SET ASIDE FUNDS FOR "NEW" UNANTICIPATED R.O.W. FOR PROJECTS |
| ALL | STATEWIDE R.O.W. | NROW* | 2007 | R | VARIOUS | SET ASIDE FUNDS FOR "NEW" UNANTICIPATED R.O.W. FOR PROJECTS |
| E-34 | STATEWIDE SPECIAL | 10336* | 2005 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10336* | 2006 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10336* | 2007 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10336* | 2008 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10336* | 2009 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |

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|---|---|---|---|---|---|---|
| E-34 | STATEWIDE SPECIAL | 10336* | 2010 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10336* | 2011 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10336* | 2012 | P | | IN HOUSE ADMINISTRATION OF THE FHWA SUPPORTIVE SERVICES PROGRAM: "DBE" COMPLIANCE MONITORING (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2005 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2006 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2007 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2008 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2009 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2010 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2011 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344* | 2012 | P | | TECHNICAL ASSISTANCE PROGRAM TO RURAL COMMUNITIES AND ORGANIZATIONS THROUGH-OUT THE STATE - (LTAP) (Annual Project) |
| E-35 | STATEWIDE SPECIAL | 10344H | 2004 | P | | TECHNOLOGY TRANSFER PROGRAM (LTAP) |
| E-35 | STATEWIDE SPECIAL | 10344H | 2005 | P | | TECHNOLOGY TRANSFER PROGRAM (LTAP) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2005 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2006 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2007 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2008 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2009 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2010 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |

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| E-34 | STATEWIDE SPECIAL | 10909* | 2011 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE SPECIAL | 10909* | 2012 | P | | GEODETIC ADVISOR, COOPERATIVE AGREEMENT BETWEEN US DEPT of COMMERCE NATIONAL OCEAN SERVICES & NHDOT (Annual Project) |
| E-34 | STATEWIDE-TRAC | 13668 | 2005 | P | | IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS |
| E-34 | STATEWIDE-TRAC | 13668 | 2006 | P | | IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS |
| E-34 | STATEWIDE-TRAC | 13668 | 2007 | P | | IMPLEMENT AND PARTICIPATE IN AASHTO TRAC PROGRAM IN LOCAL HIGH SCHOOLS TO ENCOURAGE STUDENTS TO EXPLORE OPPORTUNITIES IN TRANSPORTATION CAREERS |
| E-19 | STODDARD - ANTRIM - HILLSBOROUGH | | 2008 | P | NH 9 | CAPACITY, SAFETY IMPROVEMENTS, & ACQUIRE CONTROLLED ACCESS R.O.W. FROM JUST EAST OF NH 123 TO WESTERLY END OF HILLSBOROUGH BYPASS TO IMPROVE ROADWAY GEOMETRICS AND ALIGNMENT (APPROX. 10 MILES) |
| E-19 | STODDARD - ANTRIM - HILLSBOROUGH | | 2011 | R | NH 9 | CAPACITY, SAFETY IMPROVEMENTS, & ACQUIRE CONTROLLED ACCESS R.O.W. FROM JUST EAST OF NH 123 TO WESTERLY END OF HILLSBOROUGH BYPASS TO IMPROVE ROADWAY GEOMETRICS AND ALIGNMENT (APPROX. 10 MILES) |
| ATT | STRATFORD | | 2007 | P | US 3 | RECONSTRUCTION & WIDENING FROM JUST NORTH OF HOLLOW ROAD (END OF PROJECT #13005A) NORTHERLY 6.0 MILES TO APPROXIMATELY OLD US 3 |
| ATT | STRATFORD | | 2011 | P | US 3 | RECONSTRUCTION & WIDENING FROM JUST NORTH OF HOLLOW ROAD (END OF PROJECT #13005A) NORTHERLY 6.0 MILES TO APPROXIMATELY OLD US 3 |
| ATT | STRATFORD | | 2011 | R | US 3 | RECONSTRUCTION & WIDENING FROM JUST NORTH OF HOLLOW ROAD (END OF PROJECT #13005A) NORTHERLY 6.0 MILES TO APPROXIMATELY OLD US 3 |
| ATT | STRATFORD | 04-60TE | 2005 | P | | RESTORATION AND RENOVATION OF HISTORIC STRATFORD GRAND TRUNK RR STATION [04-60TE] |
| ATT | STRATFORD | 04-60TE | 2006 | C | | RESTORATION AND RENOVATION OF HISTORIC STRATFORD GRAND TRUNK RR STATION [04-60TE] |
| ATT | STRATFORD | 13505 | 2005 | C | | RESTORE STRATFORD RR STATION [00-101TE] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2005 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2006 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2007 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2008 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |

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|---|---|---|---|---|---|---|
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2009 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2010 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2011 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| E-42 | SUMMER YOUTH LANDSCAPE PROGRAM | 12500* | 2012 | C | VARIOUS | ESTABLISHMENT OF SUMMER LANDSCAPING YOUTH PROGRAM TO PERFORM MAINTENANCE & OTHER RELATED WORK STATEWIDE [Annual Project] |
| ATT | SUNAPEE | 13989 | 2006 | C | HIGH STREET | BRIDGE REHABILITATION OVER SUGAR RIVER - 108/099 |
| ATT | SUNAPEE | 14151 | 2003 | C | NH 11 | CONSTRUCT REINFORCED CONCRETE INVERT IN 120' X 8' DIAMETER MULTIPLATE CULVERT PIPE AND NEW HEADERS APPROXIMATELY 800 FEET WESTERLY OF SPRINGFIELD ROAD IN GEORGES MILLS |
| E-10 | SURRY | 14266 | 2004 | C | OLD WALPOLE ROAD | RECLAIM AND PAVE STATE-MAINTAINED SECTION |
| | SUTTON | 13969 | 2006 | R | CHALK POND ROAD | BRIDGE REPLACEMENT OVER KINGS BROOK - 097/088 |
| | SUTTON | 13969 | 2006 | C | CHALK POND ROAD | BRIDGE REPLACEMENT OVER KINGS BROOK - 097/088 |
| | SUTTON | 14304 | 2005 | C | I-89 | NORTH BOUND - ROCK SLIDE CLEAN UP AND LEDGE STABILIZATION |
| | SUTTON | 14328 | 2004 | P | I-89 | SB & NB APROX 0.75 MILES SOUTH OF EXIT 10; REMEDIAL WORK TO UNSTABLE ROCK CUTS (NUMBERS 030R & 036R) THAT ARE IMMEDIATELY ADJACENT TO BOTH BARRELS OF THE INTERSTATE AND OTHER RELATED WORK [Interstate Maintenance & Interstate Pavement Preservation Program |
| E-10 | SUTTON - NEW LONDON | | 2010 | P | I-89 | RECLAIM AND 5-1/2" HBP FROM EXIT 10 TO EXIT 11 (4 MILES) |
| E-10 | SUTTON - NEW LONDON | | 2012 | C | I-89 | RECLAIM AND 5-1/2" HBP FROM EXIT 10 TO EXIT 11 (4 MILES) |
| DNA | SWANZEY | | 2005 | U | DILLANT-HOPKINS | OBSTRUCTION REMOVAL - PHASE V |
| DNA | SWANZEY | | 2006 | U | DILLANT-HOPKINS AIRPORT | DESIGN NORTHEAST APRON RECONSTRUCTION |
| DNA | SWANZEY | | 2007 | U | DILLANT-HOPKINS AIRPORT | NORTHEAST APRON RECONSTRUCTION |
| DNA | SWANZEY | | 2008 | U | DILLANT-HOPKINS AIRPORT | DESIGN TERMINAL APRON RECONSTRUCTION |
| DNA | SWANZEY | | 2009 | U | DILLANT-HOPKINS AIRPORT | TERMINAL APRON RECONSTRUCTION |
| DNA | SWANZEY | | 2010 | U | DILLANT-HOPKINS AIRPORT | DESIGN RUNWAY 14/32 RECONSTRUCTION |
| DNA | SWANZEY | | 2011 | U | DILLANT-HOPKINS AIRPORT | CONSTRUCT RUNWAY 14/32 RECONSTRUCTION |
| DNA | SWANZEY | | 2012 | U | DILLANT-HOPKINS AIRPORT | FENCING |

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| E-33 | SWANZEY | 04-61TE | 2007 | P | ASHUELOT RAIL TRAIL | ASHUELOT RAIL TRAIL IMPROVEMENT - IMPROVE 13,000' OF RAIL TRAIL BY IMPROVING EXISTING RAIL ROAD BED TO A CRUSHED GRANITE HARD PACK SURFACE. INSTALL BIKE STORAGE FACILITY AT TOWN-OWNED TRAILHEAD PARKING AREA NEAR THE CRESSON COVERED BRIDGE [04-61TE] |
| E-33 | SWANZEY | 04-61TE | 2008 | C | ASHUELOT RAIL TRAIL | ASHUELOT RAIL TRAIL IMPROVEMENT - IMPROVE 13,000' OF RAIL TRAIL BY IMPROVING EXISTING RAIL ROAD BED TO A CRUSHED GRANITE HARD PACK SURFACE. INSTALL BIKE STORAGE FACILITY AT TOWN-OWNED TRAILHEAD PARKING AREA NEAR THE CRESSON COVERED BRIDGE [04-61TE] |
| E-33 | SWANZEY | 13112 | 2005 | C | | CONSTRUCT PARKING LOT AREA TO PROVIDE ACCESS FOR RAILBED TRAIL USERS; THIS WILL AVERT THE NH9/10/12/101 INTERCHANGE [98-68TE] |
| E-19 | SWANZEY | 13673 | 2005 | C | WEST STREET | REPLACE BRIDGE OVER CALIFORNIA BROOK - 080/124 |
| E-33 | SWANZEY | 13904 | 2005 | C | NH 32 / SAWYER'S CROSSING ROAD | CONSTRUCT 1600' SIDEWALK ALONG NH32 AND SAWYER'S CROSSING RD FROM EASTERLY TERMINUS OF SIDEWALK TO BE CONSTRUCTED BY NHDOT IN CONJUNCTION WITH SILVER BRIDGE PROJECT TO MOST NORTHEASTERLY SIDE OF NEIGHBORS STORE PROPERTY; CONSTRUCT 1400' SIDEWALK FROM WES |
| E-6 | SWANZEY | 14195 | 2008 | C | MAIN STREET | THOMPSON COVERED BRIDGE - 093/124; FIRE PROTECTION/DETECTION SYSTEM |
| E-6 | SWANZEY | 14196 | 2008 | C | SAWYER'S CROSSING | COVERED BRIDGE - 136/143; FIRE PROTECTION/DETECTION SYSTEM |
| ATT | TAMWORTH | 04-62TE | 2005 | P | NH 16 / NH 113 | PROVIDE CROSSWALKS AT INTERSECTION OF NH16 AND NH113 WITH INROAD SIGNAGE, TRAFFIC CALMING ISLANDS, PAINTED SIDEWALKS AND SIGNAGE TO DIRECT PEDESTRIANS TO CROSSWALKS. PROVIDE PARKING FOR BICYCLES, MOTORCYCLES, CARS AND TRUCKS [04-62TE] |
| ATT | TAMWORTH | 04-62TE | 2006 | C | NH 16 / NH 113 | PROVIDE CROSSWALKS AT INTERSECTION OF NH16 AND NH113 WITH INROAD SIGNAGE, TRAFFIC CALMING ISLANDS, PAINTED SIDEWALKS AND SIGNAGE TO DIRECT PEDESTRIANS TO CROSSWALKS. PROVIDE PARKING FOR BICYCLES, MOTORCYCLES, CARS AND TRUCKS [04-62TE] |
| ATT | TAMWORTH | 04-63TE | 2008 | P | NH 113 | PAVED SHOULDERS ON ROUTE 113 - CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES OF NH113 STARTING IN TAMWORTH AT THE FOUR CORNERS TO PROJECT S-2487 (0.6 MILES), CONTINUING AT THE SOUTH END OF PROJECT S-2487 TO JUST SOUTH OF SOUTHEN ENTRANCE TO THE TAMWORTH ELEM |
| ATT | TAMWORTH | 04-63TE | 2009 | C | NH 113 | PAVED SHOULDERS ON ROUTE 113 - CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES OF NH113 STARTING IN TAMWORTH AT THE FOUR CORNERS TO PROJECT S-2487 (0.6 MILES), CONTINUING AT THE SOUTH END OF PROJECT S-2487 TO JUST SOUTH OF SOUTHEN ENTRANCE TO THE TAMWORTH ELEM |
| ATT | TAMWORTH | 13918 | 2003 | P | NH 16 / NH 113 | INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY AND TRAFFIC FLOW |
| ATT | TAMWORTH | 13918 | 2005 | R | NH 16 / NH 113 | INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY AND TRAFFIC FLOW |
| ATT | TAMWORTH | 13918 | 2006 | C | NH 16 / NH 113 | INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY AND TRAFFIC FLOW |
| ATT | TAMWORTH | 14209 | 2004 | P | NH 113A | DREDGE STREAM & PLACE EROSION STONE ADJACENT TO WONALONCET RIVER BRIDGE - 032/051 |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | TAMWORTH | 14317 | 2005 | P | | CHOCORUA VILLAGE SAFETY IMPROVEMENTS [Section 115 - Designated Project NH024] |
| ATT | TAMWORTH | 14317 | 2005 | R | | CHOCORUA VILLAGE SAFETY IMPROVEMENTS [Section 115 - Designated Project NH024] |
| ATT | TAMWORTH | 14317 | 2005 | C | | CHOCORUA VILLAGE SAFETY IMPROVEMENTS [Section 115 - Designated Project NH024] |
| E-6 | TEMPLE | | 2009 | P | NH 101 | REALIGNMENT OF 'S' CURVES EAST OF NH 45 (0.5 MILES) |
| E-6 | TEMPLE | | 2012 | P | NH 101 | REALIGNMENT OF 'S' CURVES EAST OF NH 45 (0.5 MILES) |
| E-19 | TEMPLE | 14136 | 2005 | R | WEST ROAD | BRIDGE REPLACEMENT - 070/076 |
| E-19 | TEMPLE | 14136 | 2006 | C | WEST ROAD | BRIDGE REPLACEMENT - 070/076 |
| ATT | TILTON | 13576 | 2005 | P | US 3 / NH 11 | RELOCATE CLARK ROAD & TOWN PLAZA ENTRANCE, GEOMETRIC IMPROVEMENTS, & NEW SIGNAL (US 3 Corridor Improvements) |
| ATT | TILTON | 13576 | 2005 | R | US 3 / NH 11 | RELOCATE CLARK ROAD & TOWN PLAZA ENTRANCE, GEOMETRIC IMPROVEMENTS, & NEW SIGNAL (US 3 Corridor Improvements) |
| ATT | TILTON | 13576 | 2005 | C | US 3 / NH 11 | RELOCATE CLARK ROAD & TOWN PLAZA ENTRANCE, GEOMETRIC IMPROVEMENTS, & NEW SIGNAL (US 3 Corridor Improvements) |
| ATT | TILTON | 13699 | 2006 | C | RIVER ROAD | RECONSTRUCTION, CHURCH STREET TO SILVER LAKE ROAD |
| DNA | TOLL PLAZA | 14223 | 2005 | C | VARIOUS | REHABILITATING EXISTING TOLL PLAZA CASH ROOM COUNTERTOPS |
| N/E | TROY | 10434 | 2006 | R | NH 12 | BYPASS OF TROY VILLAGE 6.0 Km |
| N/E | TROY | 10434A | 2011 | C | NH 12 BYPASS | CONSTRUCTION OF BYPASS FROM MONADNOCK STREET NORTHERLY |
| N/E | TROY | 10434A | 2012 | C | NH 12 BYPASS | CONSTRUCTION OF BYPASS FROM MONADNOCK STREET NORTHERLY |
| ATT | TUFTONBORO | 14145 | 2007 | R | COUNTY ROAD | BRIDGE REHABILITATION OVER MELVIN RIVER -138/066 |
| ATT | TUFTONBORO | 14145 | 2007 | C | COUNTY ROAD | BRIDGE REHABILITATION OVER MELVIN RIVER -138/066 |
| ATT | UNITY | 14248 | 2009 | P | STAGE ROAD | BRIDGE REPLACEMENT OVER LITTLE SUGAR RIVER - 037/074 |
| ATT | UNITY | 14248 | 2009 | R | STAGE ROAD | BRIDGE REPLACEMENT OVER LITTLE SUGAR RIVER - 037/074 |
| ATT | UNITY | 14248 | 2009 | C | STAGE ROAD | BRIDGE REPLACEMENT OVER LITTLE SUGAR RIVER - 037/074 |
| ATT | WAKEFIELD | 14085 | 2005 | C | NH 16 | CONSTRUCT 10 FOOT SHOULDERS, 12 FOOT SB,NB AND LEFT TURN LANE AT THE JUNCTION RTE 16 AND GAGE HILL & WAKEFIELD ROADS |
| ATT | WAKEFIELD | 14087 | 2006 | C | NH 16 | EXTEND SHOULDER WIDTH 12 FOOT FOR ACCELERATION & DECELERATION LANES FOR THE NH 16 SB TRAFFIC AT THE JUNCTION OF LONG RIDGE ROAD |
| ATT | WAKEFIELD | 14088 | 2006 | C | NH 16 | EXTEND SHOULDER TO 12 FOOT ACCELERATION & DECELERATION LANES FOR THE NH 16 SB TRAFFIC AT THE JUNCTION OF WILSON ROAD |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | WAKEFIELD | 14130 | 2004 | C | NH 16 | FURNISH & INSTALL HDPE SLIP LINING AT EXISTING 9'-6" X 2'5" X 100' CMP PIPE ARCH |
| ATT | WAKEFIELD - OSSIPEE | 14086 | 2003 | C | NH 16 | PROVIDE 12 FOOT SHOULDERS AND 12 LANES THRU WIDENING. IMPROVE SIGHT DISTANCE BY EXCAVATING SLOPE BACK AWAY FROM NH 16. ALL WORK WILL BE EXECUTED ON EAST SIDE OF NH 16 AT JUNCTION WITH PINE RIVER AND NORTH WAKEFIELD ROADS |
| E-19 | WALPOLE | 14267 | 2009 | P | OLD KEENE ROAD | BRIDGE REPLACEMENT OVER GREAT BROOK - 182/064 |
| E-19 | WALPOLE | 14267 | 2009 | R | OLD KEENE ROAD | BRIDGE REPLACEMENT OVER GREAT BROOK - 182/064 |
| E-19 | WALPOLE | 14267 | 2009 | C | OLD KEENE ROAD | BRIDGE REPLACEMENT OVER GREAT BROOK - 182/064 |
| E-19 | WALPOLE, NH - BELLOWS FALLS, VT | 12905 | 2007 | P | BRIDGE STREET | BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052 |
| E-19 | WALPOLE, NH - BELLOWS FALLS, VT | 12905 | 2008 | P | BRIDGE STREET | BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052 |
| E-19 | WALPOLE, NH - BELLOWS FALLS, VT | 12905 | 2009 | R | BRIDGE STREET | BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052 |
| E-19 | WALPOLE, NH - BELLOWS FALLS, VT | 12905 | 2010 | C | BRIDGE STREET | BRIDGE REHABILITATION OVER CONNECTICUT RIVER - 062/052 |
| E-10 | WARNER | | 2005 | P | I-89 | RECLAIM AND 6-1/2" FROM EXIT 7 TO EXIT 8 (3 MILES) |
| E-10 | WARNER | | 2007 | P | I-89 | 1" OVERLAY FROM EXIT 8 TO EXIT 9 (4 MILES) |
| E-10 | WARNER | | 2007 | R | I-89 | RECLAIM AND 6-1/2" FROM EXIT 7 TO EXIT 8 (3 MILES) |
| E-10 | WARNER | | 2008 | C | I-89 | RECLAIM AND 6-1/2" FROM EXIT 7 TO EXIT 8 (3 MILES) |
| E-10 | WARNER | | 2010 | C | I-89 | 1" OVERLAY FROM EXIT 8 TO EXIT 9 (4 MILES) |
| E-19 | WARNER | 14271 | 2006 | P | NH 103 | PAINT BRIDGE OVER WARNER RIVER - 145/053 |
| E-19 | WARNER | 14271 | 2006 | C | NH 103 | PAINT BRIDGE OVER WARNER RIVER - 145/053 |
| E-10 | WARNER - SUTTON | | 2009 | P | I-89 | RECLAIM AND 6-1/2" HBP FROM EXIT 9 TO EXIT 10 (7 MILES) |
| E-10 | WARNER - SUTTON | | 2012 | C | I-89 | RECLAIM AND 6-1/2" HBP FROM EXIT 9 TO EXIT 10 (7 MILES) |
| ATT | WARREN - BENTON | 13209 | 2005 | P | NH 25 | RECONSTRUCT FROM BENTON T/L TO 2 MILES SOUTH, ADD SHOULDERS |
| ATT | WARREN - BENTON | 13209 | 2005 | R | NH 25 | RECONSTRUCT FROM BENTON T/L TO 2 MILES SOUTH, ADD SHOULDERS |
| ATT | WARREN - BENTON | 13209 | 2007 | C | NH 25 | RECONSTRUCT FROM BENTON T/L TO 2 MILES SOUTH, ADD SHOULDERS |
| ATT | WARREN - WENTWORTH | 11847 | 2005 | C | NH 25 | REPLACE BRIDGE OVER BAKER RIVER - 109/048 |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | WASHINGTON | 04-65TE | 2005 | P | | CONSTRUCT A NEW PARKING LOT FOR THE HISTORIC SHEDD FREE LIBRARY & PROVIDE LANDSCAPED PARK LIKE AREAS TOTALING APPROX 750 SF [04-65TE] |
| ATT | WASHINGTON | 04-65TE | 2006 | C | | CONSTRUCT A NEW PARKING LOT FOR THE HISTORIC SHEDD FREE LIBRARY & PROVIDE LANDSCAPED PARK LIKE AREAS TOTALING APPROX 750 SF [04-65TE] |
| E-19 | WEARE | 13581 | 2005 | U | ABIJAH BRIDGE RD | REPLACE ABIJAH BRIDGE OVER LAKE HORACE - 038/124 |
| E-6 | WEARE | 14138 | 2004 | P | NH 77 | RECONSTRUCTION OF RETAINING WALL |
| E-6 | WEARE | 14138 | 2004 | C | NH 77 | RECONSTRUCTION OF RETAINING WALL |
| ATT | WENTWORTH | 13533A | 2005 | R | NH 25 & EASTSIDE ROAD | PURCHASE AND REMOVE SINGLE FAMILY DWELLING |
| ATT | WENTWORTH | 13533A | 2005 | C | NH 25 & EASTSIDE ROAD | PURCHASE AND REMOVE SINGLE FAMILY DWELLING |
| ATT | WENTWORTH | 13533B | 2005 | C | NH 25 & EASTSIDE ROAD | RECONSTRUCT INTERSECTION |
| E-19 | WESTMORELAND | 14207 | 2005 | C | OLD MILL BROOK ROAD | BRIDGE REPLACEMENT - 158/123 |
| | WHITE MOUNTAIN TRAIL BUSINESS DEVELOPMENT PLAN | 13613A | 2004 | P | BYWAYS & WHITE MOUNTAIN TRAIL | NORTH COUNTRY COUNCIL TO DEVELOP A BUSINESS MANAGEMENT PLAN TO IMPLEMENT NORTH COUNTRY BYWAY COUNCIL RECOMMENDATIONS AND THE CORRIDOR MANAGEMENT PLAN [Scenic Byways Program] |
| | WHITE MOUNTAIN TRAIL BUSINESS DEVELOPMENT PLAN | 13613A | 2005 | P | BYWAYS & WHITE MOUNTAIN TRAIL | NORTH COUNTRY COUNCIL TO DEVELOP A BUSINESS MANAGEMENT PLAN TO IMPLEMENT NORTH COUNTRY BYWAY COUNCIL RECOMMENDATIONS AND THE CORRIDOR MANAGEMENT PLAN [Scenic Byways Program] |
| ATT | WHITEFIELD | | 2005 | U | MT. WASHINGTON AIRPORT | 500' EXTENSION RUNWAY 10 RUNWAY 28 SAFETY AREA IMPROVEMENTS |
| ATT | WHITEFIELD | | 2006 | U | MT. WASHINGTON AIRPORT | OBSTRUCTION REMOVAL |
| ATT | WHITEFIELD | | 2007 | U | MT. WASHINGTON AIRPORT | PARALLEL TAXIWAY & APRON |
| ATT | WHITEFIELD | | 2008 | U | MT. WASHINGTON AIRPORT | PARALLEL TAXIWAY & APRON |
| ATT | WHITEFIELD | | 2009 | U | MT. WASHINGTON AIRPORT | ENVIRONMENTAL ASSESSMENT RUNWAY 28 EXTENSION |
| ATT | WHITEFIELD | | 2009 | U | MT. WASHINGTON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | WHITEFIELD | | 2010 | U | MT. WASHINGTON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | WHITEFIELD | | 2011 | U | MT. WASHINGTON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | WHITEFIELD | | 2012 | U | MT. WASHINGTON AIRPORT | VARIOUS PRIORITIZED CAPITAL IMPROVEMENT PROJECTS |
| ATT | WHITEFIELD | 04-66TE | 2005 | P | US 3 | UPGRADE DRAINAGE & SIDEWALKS ON US3 - UPGRADE 1200' OF SIDEWALKS, CURBING & SWALE. UPGRADE 1600' DRAINAGE PIPE & INSTALL 17 NEW CATCH BASINS [04-66TE] |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | WHITEFIELD | 04-66TE | 2006 | C | US 3 | UPGRADE DRAINAGE & SIDEWALKS ON US3 - UPGRADE 1200' OF SIDEWALKS, CURBING & SWALE. UPGRADE 1600' DRAINAGE PIPE & INSTALL 17 NEW CATCH BASINS [04-66TE] |
| ATT | WHITEFIELD | P2953 | 2005 | R | US 3 | RECONSTRUCT FROM CARROLL T/L NORTH 2.1 MILES |
| ATT | WHITEFIELD | P2953 | 2006 | C | US 3 | RECONSTRUCT FROM CARROLL T/L NORTH 2.1 MILES |
| | WHITEFIELD | P2953A | 2005 | R | US 3 & UNION ST | 82 UNION ST, DEMOLITION OF A 1.5 STORY WOOD FRAME RESIDENCE W/ATTACHED SHED AND BARN, AND US 3, DEMOLITION OF A 1.5 STORY WOOD FRAME RESIDENCE AND A WOOD FRAME SHED |
| E-19 | WILMOT | 14171C | 2004 | C | NH 11 | BRIDGE PAINTING OVER CASCADE BROOK - 201/115 |
| E-33 | WILTON | 13906 | 2005 | P | | REDESIGN & INSTALL NEW DOWNTOWN SIDEWALK SYSTEM INCLUDING: IMPROVEMENTS TO EXISTING SIDEWALKS; ADDITIONAL SIDEWALKS TO ELIMINATE USE OF PAINTED LINES ALONG STREET SURFACES; CLEARLY DEFINED CROSSWALKS; TRAFFIC CALMING DEVISES - PEDESTRIAN CONTROLLED TR |
| E-33 | WILTON | 13906 | 2005 | R | | REDESIGN & INSTALL NEW DOWNTOWN SIDEWALK SYSTEM INCLUDING: IMPROVEMENTS TO EXISTING SIDEWALKS; ADDITIONAL SIDEWALKS TO ELIMINATE USE OF PAINTED LINES ALONG STREET SURFACES; CLEARLY DEFINED CROSSWALKS; TRAFFIC CALMING DEVISES - PEDESTRIAN CONTROLLED TR |
| E-33 | WILTON | 13906 | 2006 | C | | REDESIGN & INSTALL NEW DOWNTOWN SIDEWALK SYSTEM INCLUDING: IMPROVEMENTS TO EXISTING SIDEWALKS; ADDITIONAL SIDEWALKS TO ELIMINATE USE OF PAINTED LINES ALONG STREET SURFACES; CLEARLY DEFINED CROSSWALKS; TRAFFIC CALMING DEVISES - PEDESTRIAN CONTROLLED TR |
| E-6 | WILTON - MILFORD - AMHERST - BEDFORD | 13692 | 2005 | P | NH 101 | SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY |
| E-6 | WILTON - MILFORD - AMHERST - BEDFORD | 13692 | 2006 | R | NH 101 | SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY |
| E-6 | WILTON - MILFORD - AMHERST - BEDFORD | 13692 | 2008 | P | NH 101 | SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY |
| E-6 | WILTON - MILFORD - AMHERST - BEDFORD | 13692 | 2012 | R | NH 101 | SAFETY IMPROVEMENTS @ VARIOUS LOCATIONS FROM WILTON TO WALLACE RD IN BEDFORD AS DETERMINED BY CORRIDOR STUDY |
| E-10 | WINCHESTER | | 2007 | P | NH 10 | RECONSTRUCT / REHABILITATE FROM MASS S/L TO NH 119 (MANNING HILL) 5.1 MILES |
| E-10 | WINCHESTER | | 2011 | P | NH 10 | RECONSTRUCT / REHABILITATE FROM MASS S/L TO NH 119 (MANNING HILL) 5.1 MILES |
| E-10 | WINCHESTER | | 2011 | R | NH 10 | RECONSTRUCT / REHABILITATE FROM MASS S/L TO NH 119 (MANNING HILL) 5.1 MILES |
| E-10 | WINCHESTER | | 2012 | C | NH 10 | RECONSTRUCT / REHABILITATE FROM MASS S/L TO NH 119 (MANNING HILL) 5.1 MILES |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| E-19 | WINCHESTER | 12906 | 2006 | P | NH 10 | BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 152/181 |
| E-19 | WINCHESTER | 12906 | 2006 | R | NH 10 | BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 152/181 |
| E-19 | WINCHESTER | 12906 | 2009 | R | NH 10 | BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 152/181 |
| E-19 | WINCHESTER | 12906 | 2010 | C | NH 10 | BRIDGE REPLACEMENT OVER ASHUELOT RIVER - 152/181 |
| E-33 | WINDHAM | 13113 | 2004 | P | SOUTH LOWELL RD | PHASE 1 TO CONSTRUCT SHARED ROADWAY BICYCLE LANE - 2.1 MILES [98-03TE] |
| E-33 | WINDHAM | 13113 | 2005 | R | SOUTH LOWELL RD | PHASE 1 TO CONSTRUCT SHARED ROADWAY BICYCLE LANE - 2.1 MILES [98-03TE] |
| E-33 | WINDHAM | 13113 | 2007 | C | SOUTH LOWELL RD | PHASE 1 TO CONSTRUCT SHARED ROADWAY BICYCLE LANE - 2.1 MILES [98-03TE] |
| E-6 | WINDHAM | 13764 | 2003 | C | COBBETTS POND ROAD | REPAIR DETERIORATING RETAINING WALL |
| N/E | WINDHAM | 13884 | 2005 | C | NH 111 | UPGRADE SIGNAL CONTROLLERS & COMPUTER EQUIPMENT TO ESTABLISH A COORDINATED SIGNAL TIMING PLAN @ INTERSECTIONS OF LOWELL ROAD, FELLOWS AVENUE / NORTH LOWELL ROAD, & VILLAGE GREEN [02-34CM] |
| N/E | WINDHAM - SALEM | 10075 | 2004 | P | NH 111 BYPASS | CONSTRUCT BYPASS AROUND SHADOW LAKE [Pe & Row Only] |
| N/E | WINDHAM - SALEM | 10075 | 2004 | R | NH 111 BYPASS | CONSTRUCT BYPASS AROUND SHADOW LAKE [Pe & Row Only] |
| N/E | WINDHAM - SALEM | 10075 | 2005 | P | NH 111 BYPASS | CONSTRUCT BYPASS AROUND SHADOW LAKE [Pe & Row Only] |
| N/E | WINDHAM - SALEM | 10075 | 2005 | R | NH 111 BYPASS | CONSTRUCT BYPASS AROUND SHADOW LAKE [Pe & Row Only] |
| N/E | WINDHAM - SALEM | 10075 | 2006 | P | NH 111 BYPASS | CONSTRUCT BYPASS AROUND SHADOW LAKE [Pe & Row Only] |
| N/E | WINDHAM - SALEM | 10075C | 2004 | C | NH 111 BYPASS | CONSTRUCT BYPASS ON NEW ALIGNMENT FROM FLATROCK BROOK, 2400 METERS EAST, TO A POINT NEAR THE PROPOSED NORTH BROADWAY CONNECTION |
| N/E | WINDHAM - SALEM | 10075E | 2005 | C | NH 111 BYPASS | CONSTRUCT WEST END OF BYPASS INCLUDING LOCAL ROADWAYS, NORTH SECTION OF NH 28 & EASTERN CONNECTION |
| N/E | WINDHAM - SALEM | 10075F | 2012 | C | NH 28 / NH 111 | RECONSTRUCTION OF INTERSECTION @ LAKE STREET AND SHADOW LAKE ROAD |
|  | WINDHAM - SALEM | 10075J | 2004 | R | NH 28 | BUILDING DEMOLITION, ROGERS & AUTOMOTIVE REPAIR |
| ATT | WOLFEBORO | 12358 | 2005 | R | NH 28 | REPLACE BRIDGE OVER SMITH RIVER - 112/110 |
| ATT | WOLFEBORO | 12358 | 2006 | C | NH 28 | REPLACE BRIDGE OVER SMITH RIVER - 112/110 |
| ATT | WOLFEBORO | 13416 | 2005 | C | WHITTEN NECK ROAD | BRIDGE REHABILITATION OVER OUTLET TO LAKE WENTWORTH - 126/107 |
| ATT | WOLFEBORO | 13954 | 2006 | P | NH 28 | IMPROVE ROADWAY, INTERSECTIONS, AND DRAINAGE FROM THE ALTON T/L TO WOLFEBORO FALLS |
| ATT | WOLFEBORO | 13954 | 2006 | R | NH 28 | IMPROVE ROADWAY, INTERSECTIONS, AND DRAINAGE FROM THE ALTON T/L TO WOLFEBORO FALLS |

| CAA Code | Town | State Project # | FY | Phase | Route/Road | ScopeOfWork |
|---|---|---|---|---|---|---|
| ATT | WOLFEBORO | 13954 | 2010 | R | NH 28 | IMPROVE ROADWAY, INTERSECTIONS, AND DRAINAGE FROM THE ALTON T/L TO WOLFEBORO FALLS |
| ATT | WOLFEBORO | 13954 | 2012 | C | NH 28 | IMPROVE ROADWAY, INTERSECTIONS, AND DRAINAGE FROM THE ALTON T/L TO WOLFEBORO FALLS |
| ATT | WOLFEBORO | 14032 | 2005 | R | BAY STREET | BRIDGE CONSTRUCTION OVER BROOK - 104/116 |
| ATT | WOLFEBORO | 14032 | 2006 | C | BAY STREET | BRIDGE CONSTRUCTION OVER BROOK - 104/116 |
| ATT | WOODSTOCK | | 2007 | P | US 3 | SAFETY AND PAVEMENT IMPROVEMENTS TO UPGRADE US 3 |
| ATT | WOODSTOCK | | 2012 | R | US 3 | SAFETY AND PAVEMENT IMPROVEMENTS TO UPGRADE US 3 |
| ATT | WOODSTOCK | 14249 | 2004 | C | NH 112 | PURCHASE GRAVEL & HBP FOR RESTORATION & SHOULDER WIDENING FROM THE JCT OF US 3, WESTERLY 5700 FT |
| ATT | WOODSTOCK - LITTLETON | 14246 | 2008 | P | I-93 | UPDATE SIGNING FROM EXIT 31 TO VERMONT BORDER EXCLUDING FRANCONIA NOTCH PARKWAY SIGNING. THIS WORK WILL INCLUDE ALL INTERCHANGES AND APPROACHES TO THE LIMITS OF THE JUNCTION SIGNS - [Update Signing On State System] |
| ATT | WOODSTOCK - LITTLETON | 14246 | 2008 | C | I-93 | UPDATE SIGNING FROM EXIT 31 TO VERMONT BORDER EXCLUDING FRANCONIA NOTCH PARKWAY SIGNING. THIS WORK WILL INCLUDE ALL INTERCHANGES AND APPROACHES TO THE LIMITS OF THE JUNCTION SIGNS - [Update Signing On State System] |

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round CMAQ Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | $(M) | Comments: |
|---|---|---|---|---|---|---|
| CONCORD<br>04-10CM | CENTRE, LIBERTY, & AUBURN ST | CONSTRUCT ROUNDABOUT AT INTERSECTION OF CENTRE, LIBERTY, & AUBURN ST. [04-10CM] | | | | Approved 2004 Application! |
| | | C | 2008 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .300 | |
| | | | | Subtotal: | .300 | |
| | | P | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .065 | |
| | | | | Subtotal: | .065 | |
| | | R | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .010 | |
| | | | | Subtotal: | .010 | |
| | | | | **Total:** | .375 | |
| DOVER<br>14287 | INDIAN BROOK DRIVE | CONSTRUCT PARK'N' RIDE FACILITY (APPROXIMATELY 280 SPACE) INCLUDING A TERMINAL BUILDING IN THE VICINITY OF EXIT 9 OF THE SPAULDING TURNPIKE [04-32CM] | | | | Approved 2004 Application! |
| | | C | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 1.300 | |
| | | | | Subtotal: | 1.300 | |
| | | P | 2005 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .100 | |
| | | P | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .100 | |
| | | | | Subtotal: | .200 | |
| | | R | 2005 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .020 | |
| | | R | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .200 | |
| | | | | Subtotal: | .220 | |
| | | | | **Total:** | 1.720 | |
| DURHAM<br>04-13CM | UNH | PURCHASE CNG, ULSD/LOW EMISSION DIESEL OR ULSD/LOW EMISSION DIESEL HYBRID TRANSIT VEHICLES FOR REPLACEMENT OF EXISTING WILDCAT GAS/DIESEL TRANSIT VEHICLES AND EXPANSION OF TRANSIT FLEET. FUNDS FOR 3-4 FULL SIZE TRANSIT VEHICLES OR MIXED FLEET EQUIVALENT | | | | Approved 2004 Application! |
| | | C | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .000 | |
| | | | | Subtotal: | .000 | |
| | | P | 2008 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 1.250 | |
| | | | | Subtotal: | 1.250 | |
| | | | | **Total:** | 1.250 | |
| LEBANON<br>04-24CM | | SERVICE IMPROVEMENT FOR BUS ROUTE [04-24CM] | | | | Approved 2004 Application! |
| | | P | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .596 | |
| | | | | Subtotal: | .596 | |
| | | | | **Total:** | .596 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round CMAQ Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | $(M) | Comments: |
|---|---|---|---|---|---|---|
| NASHUA<br>04-30CM | VARIOUS | TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS [04-30CM] | | | | Approved 2004 Application! |
| | | C | 2008 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 2.000 | |
| | | | | Subtotal: | 2.000 | |
| | | P | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .300 | |
| | | | | Subtotal: | .300 | |
| | | | | **Total:** | 2.300 | |
| PORTSMOUTH<br>04-16CM | MARKET STREET EXTENSION | BIKE/PED PATH, BETWEEN MICHAEL SUCCI DRIVE AND THE NH PORT AUTHORITY [04-16CM] | | | | Approved 2004 Application! |
| | | C | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .199 | |
| | | | | Subtotal: | .199 | |
| | | P | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .040 | |
| | | | | Subtotal: | .040 | |
| | | | | **Total:** | .239 | |
| PORTSMOUTH<br>04-17CM | | PUBLIC OUTREACH CAMPAIGN FOR TMA AND ALTERNATIVE TRAVELS DURING THE CONSTRUCTION OF LITTLE BAY BRIDGES ON I-95 [04-17CM] | | | | Approved 2004 Application! |
| | | C | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .000 | |
| | | | | Subtotal: | .000 | |
| | | P | 2005 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .100 | |
| | | P | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .000 | |
| | | | | Subtotal: | .100 | |
| | | R | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .000 | |
| | | | | Subtotal: | .000 | |
| | | | | **Total:** | .100 | |
| SALEM<br>04-20CM | | TRANSPORTATION MANAGEMENT ASSOCIATION, BUS SERVICE AND BIKE/PED PATH [04-20CM] | | | | Approved 2004 Application! |
| | | C | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .919 | |
| | | | | Subtotal: | .919 | |
| | | P | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .231 | |
| | | | | Subtotal: | .231 | |
| | | | | **Total:** | 1.150 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round CMAQ Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | $(M) | Comments: |
|---|---|---|---|---|---|---|
| SALEM TO MANCHESTER 10418 G | I-93 | PARK & RIDE @ EXIT 2 (Salem) [Part of 04-33CM] | | | | Approved 2004 Application! |
| | | C | 2006 | H400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 2.500 | |
| | | | | Subtotal: | 2.500 | |
| | | | | **Total:** | 2.500 | |
| SALEM TO MANCHESTER 10418 H | I-93 | PARK & RIDE @ EXIT 3 (Windham) [Part of 04-33CM] | | | | Approved 2004 Application! |
| | | C | 2005 | H010 - INTERSTATE MAINTENANCE | 3.900 | |
| | | C | 2006 | H010 - INTERSTATE MAINTENANCE | 3.900 | |
| | | C | 2007 | H010 - INTERSTATE MAINTENANCE | 3.900 | |
| | | C | 2008 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 3.900 | |
| | | C | 2009 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 3.900 | |
| | | C | 2010 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 3.900 | |
| | | | | Subtotal: | 23.400 | |
| | | | | **Total:** | 23.400 | |
| SALEM TO MANCHESTER 10418 I | I-93 | PARK & RIDE @ EXIT 5 (Londonderry) [Part of 04-33CM] | | | | Approved 2004 Application! |
| | | C | 2005 | H100 - BRIDGE REPLACEMENT - ON SYSTEM | 2.000 | |
| | | C | 2005 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 2.500 | |
| | | | | Subtotal: | 4.500 | |
| | | | | **Total:** | 4.500 | |
| SALEM TO MANCHESTER 10418 L | I-93 | IMPLEMENT EXPANDED BUS SERVICE & NEW COMMUTER INCENTIVE PROGRAM. PURCHASE 14 COMMUTER COACHES & PROVIDE 3 YEARS OF OPERATING SUPPORT [04-04CM] | | | | Approved 2004 Application! |
| | | C | 2005 | H400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 5.040 | |
| | | C | 2006 | H400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 5.000 | |
| | | | | Subtotal: | 10.040 | |
| | | | | **Total:** | 10.040 | |
| SALEM TO MANCHESTER 10418 M | I-93 | CONSTRUCT BUS TERMINAL BUILDING AT EXIT 4 PARK'N'RIDE [Londonderry] [Part of 04-33CM] | | | | Approved 2004 Application! |
| | | C | 2005 | H400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .500 | |
| | | | | Subtotal: | .500 | |
| | | | | **Total:** | .500 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round CMAQ Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | $(M) | Comments: |
|---|---|---|---|---|---|---|
| SALEM TO MANCHESTER<br>10418 N | I-93 | BUS MAINTENANCE FACILITY AT EXIT 5 (Londonderry)[Part of 04-33CM] | | | | Approved 2004 Application! |
| | | C | 2005 | H400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 1.000 | |
| | | | | Subtotal: | 1.000 | |
| | | | | **Total:** | 1.000 | |
| SEABROOK TO PORTSMOUTH<br>11151 E | BLUE STAR TPK (I-95) | ITS DEPLOYMENT; ITS INITIATIVE ALLOWING FOR DEPLOYMENT OF CHANGEABLE MESSAGE BOARDS, HIGHWAY ADVISORY RADIO TO IMPROVE MOTORIST SAFETY AND AWARENESS [04-31CM] | | | | Approved 2004 Application! |
| | | C | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 4.000 | |
| | | C | 2006 | TPK - TURNPIKE EXPANSION (State FY) | .000 | |
| | | C | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 4.000 | |
| | | | | Subtotal: | 8.000 | |
| | | P | 2005 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .050 | |
| | | | | Subtotal: | .050 | |
| | | | | **Total:** | 8.050 | |
| STATEWIDE<br>04-05CM | VARIOUS | EXPANSION OF THE ALTERNATIVE FUEL VEHICLE PROJECT (AFVP) TO PROVIDE INCREMENTAL COSTS OF AFVS AND 80% INFRASTRUCTURE COSTS [04-05CM] | | | | Approved 2004 Application! |
| | | C | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 3.770 | |
| | | | | Subtotal: | 3.770 | |
| | | | | **Total:** | 3.770 | |
| STATEWIDE<br>14265 | | CREATION OF A TRANSPORTATION MANAGEMENT CENTER (WITH EMERGENCY OPERATIONS CENTER, EMERGENCY COMMUNICATION CENTER, & STATE POLICE DISPATCH) [04-34CM] | | | | Approved 2004 Application! |
| | | C | 2007 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | 6.200 | |
| | | | | Subtotal: | 6.200 | |
| | | P | 2005 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .200 | |
| | | P | 2006 | Q400 - CONGESTION MITIGATION & AIR QUALITY IMPRO | .140 | |
| | | | | Subtotal: | .340 | |
| | | | | **Total:** | 6.540 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| BELMONT<br>04-03TE | LAKE WINNISQUAM SCENIC TRAIL | CONSTRUCT A MULTI-USE TRAIL (Segments 9 & 10 - Approx 1.7 Miles) FROM US 3 TO THE TOWN BEACH ("Winnisquam Lake Trail" - 5.2 Miles)[04-03TE] | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .315 | |
| | | | | | Subtotal: | .315 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .038 | |
| | | | | | Subtotal: | .038 | |
| | | | | | **Total:** | .353 | |
| BENNINGTON<br>04-04TE | VARIOUS | VILLAGE PEDESTRIAN IMPROVEMENTS: RECONSTRUCT APPROX. 2,800' OF ROADSIDE IN THE VILLAGE TO RESTORE DEFINITION OF PEDESTRIAN ACCESS BY WAY OF SIDEWALKS AND CROSSWALKS. RECONSTRUCT SIDEWALKS, DELINEATION OF ROADWAY AND PARKING WITH GRANITE CURBING. IMPROV | | | | | Approved 2004 Application! |
| | | | C | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .563 | |
| | | | | | Subtotal: | .563 | |
| | | | P | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .113 | |
| | | | | | Subtotal: | .113 | |
| | | | R | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .001 | |
| | | | R | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .024 | |
| | | | | | Subtotal: | .025 | |
| | | | | | **Total:** | .700 | |
| BOSCAWEN<br>04-06TE | NORTH MAIN ST | KING ST SIDEWALK CONNECTOR: CONSTRUCT SIDEWALKS ALONG NORTH MAIN STREET FROM TERMINATION OF EXISTING SIDEWALK TO INTERSECTION OF US 3/4 AND FROM US 3/4 INTERSECTION TO RIVER ROAD CONNECTING WITH EXISTING SIDEWALK ON KING ST. PROVIDE PEDESTRIAN WALK SIG | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .461 | |
| | | | | | Subtotal: | .461 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .093 | |
| | | | | | Subtotal: | .093 | |
| | | | | | **Total:** | .554 | |
| DUBLIN<br>14319 | NH 101 / MAIN ST | PHASE 1: NH 101 PEDESTRIAN IMPROVEMENTS - CONSTRUCT 6,000' SIDEWALK ADJACENT TO MAIN ST. PHASE 1: PEDESTRIAN IMPROVEMENTS [04-11TE] | | | | | Approved 2004 Application! |
| | | | C | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .210 | |
| | | | | | Subtotal: | .210 | |
| | | | P | 2005 | H220 - STP - TRANSPORTATION ENHANCEMENT | .053 | |
| | | | | | Subtotal: | .053 | |
| | | | | | **Total:** | .263 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| DUNBARTON 04-12TE | NH 13 / SCHOOL ST / ROGERS RD | TOWN GREEN SAFETY IMPROVEMENT PLAN - REALIGN & CONSTRUCT SIDEWALKS ON ROBERTS ROGERS ROAD TO A "T" INTERSECTION WITH NH 13. CONSTRUCT SIDEWALKS ON ROGERS ROAD FROM ELEMENTARY SCHOOL TO TOWN HALL, COMMON AND LIBRARY AREAS. AND ON NH 13 & SCHOOL ST IN TO | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .289 | |
| | | | | | Subtotal: | .289 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .050 | |
| | | | | | Subtotal: | .050 | |
| | | | | | **Total:** | .339 | |
| DURHAM 04-13TE | NH155 A / MAIN ST | NH 155A MAIN STREET IMPROVEMENTS - CONSTRUCT SIDEWALKS, MULTI-USE PATHS & BICYCLE SHOULDERS ALONG NH 155A FOR APPROXIMATELY 1.1 MILES APPROACHING THE UNH CAMPUS AND DOWNTOWN DURHAM [04-13TE] | | | | | Approved 2004 Application! |
| | | | C | 2009 | H220 - STP - TRANSPORTATION ENHANCEMENT | .416 | |
| | | | | | Subtotal: | .416 | |
| | | | P | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .075 | |
| | | | | | Subtotal: | .075 | |
| | | | | | **Total:** | .491 | |
| DURHAM 04-15TE | UNH RAIL STATION | UNH RAIL STATION RENOVATION - RENOVATE THE HISTORIC ELEMENTS OF THE DURHAM RAIL STATION AND RELATED ELEMENTS. RESTORE THE SIGNAL SEMAPHORE LOCATED ATOP THE STATION. LIMITED RESTORATION OF SLATE ROOF FINIALS AND SUPPORT STRUCTURE. REBUILD 2 EXISTING WO | | | | | Approved 2004 Application! |
| | | | C | 2009 | H220 - STP - TRANSPORTATION ENHANCEMENT | .085 | |
| | | | | | Subtotal: | .085 | |
| | | | P | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .013 | |
| | | | | | Subtotal: | .013 | |
| | | | | | **Total:** | .098 | |
| ENFIELD 04-16TE | MAPLE ST | CONSTRUCT A SIDEWALK ALONG MAPLE STREET FROM US 4 TO THE INTERSECTION OF LARAMIE FARMS ACCESS ROAD PROVIDING CONNECTIVITY FROM THE NEIGHBORHOOD TO THE ENFIELD VILLAGE [04-16TE] | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .133 | |
| | | | | | Subtotal: | .133 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .025 | |
| | | | | | Subtotal: | .025 | |
| | | | R | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .001 | |
| | | | R | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .014 | |
| | | | | | Subtotal: | .015 | |
| | | | | | **Total:** | .173 | |

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# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| GORHAM<br>04-20TE | | RENOVATE AND CONVERT B&M DIESEL INTO A TOURIST ATTRACTION AND MUSEUM / THEATER: RESTORE THE OUTSIDE SHELL OF THE LOCOMOTIVE TO HISTORICAL ACCURACY. INSIDE CREATE A DISPLAY AND LITTLE THEATER WHERE SLIDE SHOW / MOVIE COULD BE PLAYED. THE GOAL IS TO PRO | | | | | Approved 2004 Application! |
| | | | C | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .018 | |
| | | | | | Subtotal: | .018 | |
| | | | | | **Total:** | .018 | |
| HUDSON<br>04-25TE | TRAIN DEPOT | HUDSON CENTER TRAIN STOP DEPOT - RELOCATION AND RESTORATION OF FORMER HUDSON CENTER TRAIN DEPOT, WORCESTER, NASHUA, & PORTLAND RAILROAD BUILT IN 1873 [04-25TE] | | | | | Approved 2004 Application! |
| | | | C | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .254 | |
| | | | | | Subtotal: | .254 | |
| | | | P | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .020 | |
| | | | | | Subtotal: | .020 | |
| | | | | | **Total:** | .274 | |
| LACONIA<br>04-28TE | | LACONIA-OPECHEE-WINNISQUAM (WOW) TRAIL PHASE 1 - CONSTRUCT 7040' (Segments 7-10) SHARED USE PATH FOR BICYCLES & PEDESTRIANS IN RAILROAD CORRIDOR FROM MAIN ST (Laconia) TO ELM ST (Lakeport) (Phase I: Laconia - Opechee - Winnisquam, Part of Winnipesaukee - | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .293 | |
| | | | | | Subtotal: | .293 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .035 | |
| | | | | | Subtotal: | .035 | |
| | | | | | **Total:** | .328 | |
| MADBURY<br>04-31TE | | CENTER/CIVIC DISTRICT MULTI-USE PATHS - CONSTRUCT BIKE/PED PATHS. PATHS IN APPROXIMATELY 1/2 MILE TOWN SQUARE, TOWN CENTER/CIVIC DISTRICT BOUNDED ON THE SOUTH BY NH155 AND ON THE NORTH BY TOWN HALL ROAD. APPROX. 3/4 OF A MILE OF ASPHALT OR OTHER NATURAL | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .045 | |
| | | | | | Subtotal: | .045 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .005 | |
| | | | | | Subtotal: | .005 | |
| | | | | | **Total:** | .050 | |

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# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| MANCHESTER<br>04-32TE | ROCKINGHAM RECREATIONAL TRAIL | IMPROVEMENTS TO DEVELOP THE FORMER MANCHESTER & PORTSMOUTH BRANCH RAILROAD FOR BICYCLES AND PEDESTRIAN ACCESS FROM TARRYTOWN ROAD SOUTH TO LAKE MASSABESIC. THE PROJECT ALSO INCLUDES CONSTRUCTION OF A PEDESTRIAN CULVERT AT PEABODY AVE. [04-32TE] | | | | | Approved 2004 Application! |
| | | | C | 2009 | H220 - STP - TRANSPORTATION ENHANCEMENT | .360 | |
| | | | | | Subtotal: | .360 | |
| | | | P | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .040 | |
| | | | | | Subtotal: | .040 | |
| | | | | | **Total:** | .400 | |
| MANCHESTER<br>04-33TE | PHASE III - RAILROAD | PISCATAQUOG TRAILWAY PHASE III - IMPROVE RAIL CORRIDOR FROM BIRON BRIDGE TO THE CITY/TOWN LINE WITH GOFFSTOWN. REHABILITATE WOOD TRESTLE BRIDGE OVER THE PISCATAQUOG RIVER. THIS IS THE FINAL PHASE OF A 3 PHASE PROJECT. [04-33TE] | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .762 | |
| | | | | | Subtotal: | .762 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .085 | |
| | | | | | Subtotal: | .085 | |
| | | | | | **Total:** | .847 | |
| MERRIMACK<br>04-36TE | DW HIGHWAY | TOWN CENTER SIDEWALK PROJECT - CONSTRUCT SIDEWALKS ALONG THE DW HIGHWAY IN TOWN CENTER (WEST SIDE) TO FILL IN SEVERAL GAPS IN EXISTING SIDEWALK SYSTEM. PROVIDE CROSSWALKS TO IMPROVEMENTS PLANNED FOR THE EAST SIDE OF THE DW HIGHWAY WHICH ARE CURRENTLY IN | | | | | Approved 2004 Application! |
| | | | C | 2009 | H220 - STP - TRANSPORTATION ENHANCEMENT | .306 | |
| | | | | | Subtotal: | .306 | |
| | | | P | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .061 | |
| | | | | | Subtotal: | .061 | |
| | | | | | **Total:** | .367 | |
| MOULTONBOROUGH<br>04-38TE | MOULTONBOROUGH NECK RD | MOULTONBOROUGHPATHWAY PHASE II - CONSTRUCT 4' SHOULDERS ON BOTH SIDES OF ROAD FOR APPROX. 12,000' BETWEEN HIGHWAY GARAGE RD AND KONA FARM RD (Phase 2 of 3, Phase 1 is an Approved TE Project (#13497) ) [04-38TE] | | | | | Approved 2004 Application! |
| | | | C | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .418 | |
| | | | | | Subtotal: | .418 | |
| | | | P | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .074 | |
| | | | | | Subtotal: | .074 | |
| | | | | | **Total:** | .492 | |

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# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| NEW LONDON 04-46TE | NEWPORT RD / COUNTRY RD | INSTALL 800' OF SIDEWALK NORTH SIDE OF NEWPORT ROAD FROM INTERSECTION OF COUNTRY RD FROM THE EXISTING SIDEWALK TERMINATING AT ENTRANCE TO HILLTOP PLACE. INSTALL 1000' OF SIDEWALK ON THE WEST SIDE OF COUNTRY RD TERMINATING AT SECOND ENTRANCE TO HILLTOP PL | | | | | Approved 2004 Application! |
| | | | C | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .600 | |
| | | | | | Subtotal: | .600 | |
| | | | P | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .095 | |
| | | | | | Subtotal: | .095 | |
| | | | R | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .001 | |
| | | | R | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .024 | |
| | | | | | Subtotal: | .025 | |
| | | | | | **Total:** | .720 | |
| PLYMOUTH 04-52TE | NEWPORT ROAD | PLYMOUTH SENIOR CENTER: PHASE 2 - RENOVATE 2ND FLOOR OF THE FORMER B&M RAILROAD STATION CURRENTLY USED AS A REGIONAL SENIOR CENTER, A SCHEDULED STOP FOR THE HOBO RR AND MUSEUM FOR RAILROAD HISTORY IN THE AREA [04-52TE] | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .301 | |
| | | | | | Subtotal: | .301 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .024 | |
| | | | | | Subtotal: | .024 | |
| | | | | | **Total:** | .325 | |
| PORTSMOUTH 04-54TE | GRAFTON DRIVE | TRADE PORT MULTI-USE PATH - CONSTRUCT A MULTI USE PATH ALONG GRAFTON DR BETWEEN NH AVENUE AND PORTSMOUTH TRANSPORTATION CENTER, AND BETWEEN PEASE GOLF COURSE AND AIRPORT RD [04-54TE] | | | | | Approved 2004 Application! |
| | | | C | 2009 | H220 - STP - TRANSPORTATION ENHANCEMENT | .450 | |
| | | | | | Subtotal: | .450 | |
| | | | P | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .065 | |
| | | | | | Subtotal: | .065 | |
| | | | | | **Total:** | .515 | |
| SANDOWN 04-56TE | NH 121A | TOWN CENTER SIDEWALK IMPROVEMENT PLAN - CONSTRUCT APPROXIMATELY 2,000' OF SIDEWALK ALONG EAST SIDE EXTENDING FROM SANDOWN ELEMENTARY SCHOOL TO SANDOWN DEPOT, CONNECTING SCHOOL, TOWN LIBRARY, TOWN HALL, DEPOT MUSEUM, RAIL TRAIL, AND ADJACENT RESIDENTIAL AR | | | | | Approved 2004 Application! |
| | | | C | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .108 | |
| | | | | | Subtotal: | .108 | |
| | | | P | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .012 | |
| | | | | | Subtotal: | .012 | |
| | | | | | **Total:** | .120 | |

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# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| SOMERSWORTH 04-59TE | | RENOVATE THE HISTORIC B&M RAILROAD STATION 319 IN DOWNTOWN SOMERSWORTH CREATING A PUBLICLY ACCESSIBLE HISTORIC AREA & MULTI-MODAL TRANSPORTATION FOCAL POINT IN THE DOWNTOWN [04-59TE] | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .264 | |
| | | | | | Subtotal: | .264 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .034 | |
| | | | | | Subtotal: | .034 | |
| | | | | | **Total:** | .298 | |
| STRATFORD 04-60TE | | RESTORATION AND RENOVATION OF HISTORIC STRATFORD GRAND TRUNK RR STATION [04-60TE] | | | | | Approved 2004 Application! |
| | | | C | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .100 | |
| | | | | | Subtotal: | .100 | |
| | | | P | 2005 | H220 - STP - TRANSPORTATION ENHANCEMENT | .017 | |
| | | | | | Subtotal: | .017 | |
| | | | | | **Total:** | .117 | |
| SWANZEY 04-61TE | ASHUELOT RAIL TRAIL | ASHUELOT RAIL TRAIL IMPROVEMENT - IMPROVE 13,000' OF RAIL TRAIL BY IMPROVING EXISTING RAIL ROAD BED TO A CRUSHED GRANITE HARD PACK SURFACE. INSTALL BIKE STORAGE FACILITY AT TOWN-OWNED TRAILHEAD PARKING AREA NEAR THE CRESSON COVERED BRIDGE [04-61TE] | | | | | Approved 2004 Application! |
| | | | C | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .090 | |
| | | | | | Subtotal: | .090 | |
| | | | P | 2007 | H220 - STP - TRANSPORTATION ENHANCEMENT | .020 | |
| | | | | | Subtotal: | .020 | |
| | | | | | **Total:** | .110 | |
| TAMWORTH 04-62TE | NH 16 / NH 113 | PROVIDE CROSSWALKS AT INTERSECTION OF NH16 AND NH113 WITH INROAD SIGNAGE, TRAFFIC CALMING ISLANDS, PAINTED SIDEWALKS AND SIGNAGE TO DIRECT PEDESTRIANS TO CROSSWALKS. PROVIDE PARKING FOR BICYCLES, MOTORCYCLES, CARS AND TRUCKS [04-62TE] | | | | | Approved 2004 Application! |
| | | | C | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .021 | |
| | | | | | Subtotal: | .021 | |
| | | | P | 2005 | H220 - STP - TRANSPORTATION ENHANCEMENT | .002 | |
| | | | | | Subtotal: | .002 | |
| | | | | | **Total:** | .023 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

# Ten Year Transportation Improvement Plan 2005-2014

## Approved 2004 Round TE Projects

| Project Name/# | Route/Road: | Location; Scope of Work | | | | $(M) | Comments: |
|---|---|---|---|---|---|---|---|
| TAMWORTH<br>04-63TE | NH 113 | PAVED SHOULDERS ON ROUTE 113 - CONSTRUCT 4' PAVED SHOULDERS ON BOTH SIDES OF NH113 STARTING IN TAMWORTH AT THE FOUR CORNERS TO PROJECT S-2487 (0.6 MILES), CONTINUING AT THE SOUTH END OF PROJECT S-2487 TO JUST SOUTH OF SOUTHEN ENTRANCE TO THE TAMWORTH ELEM | | | | | Approved 2004 Application! |
| | | | C | 2009 | H220 - STP - TRANSPORTATION ENHANCEMENT | .080 | |
| | | | | | Subtotal: | .080 | |
| | | | P | 2008 | H220 - STP - TRANSPORTATION ENHANCEMENT | .016 | |
| | | | | | Subtotal: | .016 | |
| | | | | | **Total:** | .096 | |
| WASHINGTON<br>04-65TE | | CONSTRUCT A NEW PARKING LOT FOR THE HISTORIC SHEDD FREE LIBRARY & PROVIDE LANDSCAPED PARK LIKE AREAS TOTALING APPROX 750 SF [04-65TE] | | | | | Approved 2004 Application! |
| | | | C | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .045 | |
| | | | | | Subtotal: | .045 | |
| | | | P | 2005 | H220 - STP - TRANSPORTATION ENHANCEMENT | .005 | |
| | | | | | Subtotal: | .005 | |
| | | | | | **Total:** | .050 | |
| WHITEFIELD<br>04-66TE | US 3 | UPGRADE DRAINAGE & SIDEWALKS ON US3 - UPGRADE 1200' OF SIDEWALKS, CURBING & SWALE. UPGRADE 1600' DRAINAGE PIPE & INSTALL 17 NEW CATCH BASINS [04-66TE] | | | | | Approved 2004 Application! |
| | | | C | 2006 | H220 - STP - TRANSPORTATION ENHANCEMENT | .025 | |
| | | | | | Subtotal: | .025 | |
| | | | P | 2005 | H220 - STP - TRANSPORTATION ENHANCEMENT | .006 | |
| | | | | | Subtotal: | .006 | |
| | | | | | **Total:** | .031 | |

Phase: C = Construction P = Preliminary Engineering R = Right of Way

**Exhibit 4.**
**Not Exempt Project List from Ten-Year Plan & Long Range Plans**

# List of Not Exempt Projects (From Ten Year Plan and MPO Long Range Plans)

| PROJECT # | TOWN | DESCRIPTION | NONATTAINMENT AREA | MPO | CONSTR. YEAR | OZONE ANALYSIS YEAR | CO ANALYSIS YEAR | BASELINE OR ACTION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 10018 | Bedford | NH 101 - Construct WB-On & WB-Off Ramps From NH 101 T0 Kilton Road & Bridge Replacement. Landscaping Kilton Rd., US 3 Berm along NH 101 On-Ramp. NH 101 Roadway/Bridge Recon from I-293 Interchange West to Plummer Rd. | Southern NH | Manchester | 2003-2007 | 2007 | N/A | Action | Ten Year Plan This project is expected to be complete by 2007. |
| 10018 | Bedford | NH 101 / I-293 / US 3 Kilton Road | Manchester | Manchester | 2003-2012 | 2017 | | Action | Ten Year Plan |
| 12317 | Bedford | Intersection Improvement at Back River Road and Add Two Through Lanes | Southern NH | Manchester | 2000 | 2007 | N/A | Baseline | No credit taken for any of the analysis years. |
| 13603 | Bedford | Toll Plaza Expansion adding one toll booth in each direction | Southern NH | Manchester | 2004 | - | N/A | Baseline | 2003-2005 STIP This project will be modeled in the next update of the regional transportation model |
| 13953 | Bedford | NH 101 - Widen To 5 Lanes For Approximately 2 Miles, From Constitution Drive To Wallace Road, Including Appropriate Pedestrian Facilities | Manchester | Manchester | 2015 | 2017 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Bedford | NH 101 - Widen to 4 Lanes from Wallace Road up to Amherst Townline | Southern NH | Manchester | by 2025 | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Bedford | Widen US 3 to 5 Lanes From Bridge over FEET to Merrimack Townline | Southern NH | Manchester | N/A | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Bedford | Widen Meetinghouse Road from US 3 to Meetinghouse Terrace and Signalize the intersection of Meetinghouse Road/NH 101 EB ramps. | Southern NH | Manchester | 2006 | 2007 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| 11512 | Bedford / Manchester / Londonderry | Improve Access from F.E.E.T. to Manchester Airport and Surrounding Area | Manchester, Southern NH | Manchester | 2005-2008 | 2017 | 2010 | Action | Ten Year Plan |
| | Bedford/Manchester | F.E. Everett Turnpike Widening From I-293 to Amoskeag Interchange | Southern NH | Manchester | by 2025 | 2025 | 2025 | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| 02-06CM (13866) | Concord | Establish trolley route from NH technical institute to downtown Concord & hospital area to serve tech students employees, residents, businesses, & visitors [02-06CM] | Manchester | Manchester | 2006 | N/A | N/A | Action | 2005-2007 STIP |
| 04-10CM | CONCORD | CENTRE, LIBERTY, & AUBURN STCONSTRUCT ROUNDABOUT AT INTERSECTION OF CENTRE, LIBERTY, & AUBURN ST. [04-10CM] | Manchester | Manchester | 2008 | 2017 | N/A | Action | Ten Year Plan |
| 96-31CM (12669) | CONCORD | SOUTH FRUIT STREETEXPAND MEMORIAL FIELD PARKING LOT BY 120 SPACES, RECONSTRUCT SOUTH FRUIT STREET AND REALIGN DRIVES [96-31CM] | Manchester | Manchester | 2014 | 2017 | N/A | Action | Ten Year Plan |
| 12659 | Derry | 2 East-West Pathway Corridors | Southern NH | Manchester | 2002 | 2007 | N/A | Baseline | No credit taken for any of the analysis years. |
| 00-02CM (13507) | Derry | Bike Path to connect Chester and Hampstead to Downtown Loop | Southern NH | Manchester | 2005 | 2007 | N/A | Action | 2005-2007 STIP |
| | Derry | Widen NH 28 to 5 lanes from Ross's Corner to Londonderry Town line | Southern NH | Manchester | 2007 | 2017 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Derry | Construct Access From Crystal Rd to Peabody Rd Extension | Southern NH | Manchester | 2009 | 2007 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| 13065 | Derry/Londonderry | Construction of Exit 4A | Southern NH | Manchester | 2010 | 2017 | N/A | Action | Ten Year Plan |
| 12537 | Hooksett | Intersection Improvements @ NH 28 Bypass and Install and Coordinate Signals from Martins Ferry to Granite Hill Drive [98-20CM] | Manchester | Manchester | 2004-2007 | 2007 | N/A | Action | Ten Year Plan |
| 14320 | Hooksett | BUILD A CONNECTOR ROAD BETWEEN US 3 / NH 28 AND MERRIMACK STREET INCLUDING INTERSECTION IMPROVEMENTS | Manchester | Manchester | by 2007 | 2007 | N/A | Action | Ten Year Plan |
| | Hooksett | Construct US3/NH28 Alternate Bypass | Manchester | Manchester | by 2025 | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Hooksett | Widen US3/NH28 to 5 lanes from Benton Road to Martin's Ferry Road | Manchester | Manchester | 2009 | 2010 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Hooksett | Widen US3/NH28 to 5 lanes from Martin's Ferry Road to West Alice Avenue | Manchester | Manchester | by 2025 | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Hooksett | Construct southern segment of US 3/NH 28 Alternative bypass | Manchester | Manchester | by 2017 | 2017 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Hooksett | Construct northern segment of US 3/NH 28 Alternative bypass | Manchester | Manchester | by 2025 | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Hooksett | Widen US 3/NH 28 to 5 lanes from Legends Drive to Hunt Street | Manchester | Manchester | by 2017 | 2017 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Londonderry | Construct Pettingill Road connecting Harvey Road and the Airport access road | Manchester | Manchester | by 2010 | 2010 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Londonderry | Widen NH 102 to 5 lanes from I-93 east to Londonderry Road | Manchester | Manchester | by 2017 | 2017 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| 02-16CM (13872) | Londonderry | Construct approximately 6200' of multipurpose path & sidewalk: beginning @ Pillsbury & Wilshire roads to Mammoth road & continue as an independent multi-use path. Also includes enhancing existing crosswalk visibility & safety | Southern NH | Manchester | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 98-19CM (13116) | Londonderry | Coordinate Traffic Signals on NH 102 from I-93 to NH 128 | Southern NH | Manchester | 2002 | 2007 | N/A | Baseline | 2001-2003 STIP |
| | Londonderry | Intersection Improvements @ NH28/NH128 for safety and traffic flow | Southern NH | Manchester | 2017 | 2017 | N/A | Action | Ten Year Plan |
| | Londonderry | Widen NH 102 from I-93 to Derry Town Line | Southern NH | Manchester | N/A | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. Expected completion year is 2025. |
| | Londonderry | Widen NH 102 to 4 lanes from Hudson Town Line to NH 128 | Southern NH | Manchester | by 2025 | 2025 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. Expected completion year is 2025. |
| | Londonderry | Widen NH 102 to 6 lanes from Buttrick Rd to NH 128 | Southern NH | Manchester | 2017 | 2017 | N/A | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| 10425 | Manchester | Widen Granite Street from Elm Street up to South Main Street. | Manchester | Manchester | 2007 | 2007 | 2010 | Action | Ten Year Plan |

| PROJECT # | TOWN | DESCRIPTION | NONATTAINMENT AREA | MPO | CONSTR. YEAR | OZONE ANALYSIS YEAR | CO ANALYSIS YEAR | BASELINE OR ACTION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 10622 | Manchester | Ramp Addition (NB On and SB Off) to I-293 at Granite St. Interchange. Reconstruction of Allard Drive, Turner Street and Utilities. | Manchester | Manchester | 2004-2005 | 2007 | 2010 | Action | Expected completion year is 2006. |
| 12110 | Manchester | I-293 Lane Widening from I-93 Interchange to Merrimack River. I-293 Pavement Rehabilitation and Bridge Reconstruction from the Merrimack River east to the I-93 Interchange. I-293 Pavement Rehabilitation of I-93 / I-293 Ramps & Rehabilitation Bridge Decks over Mammoth Road. | Manchester | Manchester | 2001-2004 | 2007 | 2010 | Action | Expected Completion Year is 2004 |
| 00-13CM (13512) | Manchester | Construct 600 Space Park and Ride | Manchester | Manchester | 2014 | 2017 | | Action | Ten Year Plan |
| 02-18CM (13873) | Manchester | Develop a 3.3 mile multi-use bike/ped trail serving as a north-south connector between Manchester airport @ Perimeter road & Downtown Manchester @ Granite street. | Manchester | Manchester | 2006 | 2007 | 2010 | Action | 2005-2007 STIP |
| 98-21CM (13127) | Manchester | Computerized Transportation Information System in the SNHPC Region | Manchester | Manchester | 2000 | 2007 | 2010 | Action | Funding Approved Previous to 2001-2003 STIP - Project Being Implemented |
| | Manchester | FEE Turnpike - Reconstruct Interchange at Exit 7 to Become Full Interchange. | Manchester | Manchester | 2018 | 2025 | 2025 | Action | Ten Year Plan |
| | Manchester | Relocate Airport Entrance On Brown Ave | Manchester | Manchester | 2003 | 2007 | 2007 | Action | Regionally Significant Project. |
| | Manchester | Reconstruction of exit 4 on I-293 | Manchester | Manchester | by 2025 | 2025 | 2010 | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Manchester | Reconstruction of exit 6 on I-293 | Manchester | Manchester | by 2025 | 2025 | 2010 | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| | Manchester | Widen Brown Avenue to 5 lanes from Goffs Falls Road up to Airport Road and to 4 lanes frp, Airport Road up to Hazelton Avenue. | Manchester | Manchester | 2005 | 2007 | 2010 | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| 00-31CM | Londonderry/Windham, NH Andover/Wilmington, MA | Commuter Bus Service (MVRTA) from Windham & Londonderry to Lowell Junction Industrial area, Andover & Wilmington | Southern NH | Manchester and Salem/Plaistow/Windham | 2003 | 2007 | N/A | Action | 2003-2005 STIP |
| 13761 | MERRIMACK - BEDFORD | F.E.E.TpkWIDEN TURNPIKE TO A 3 LANE TYPICAL FROM EXIT 11 IN MERRIMACK TO THE BEDFORD TOLL PLAZA TO MEET CURRENT AND PROJECTED VOLUME | Manchester, Southern NH | Manchester, Southern NH | 2012 | 2017 | | Action | Ten Year Plan |
| 12460 | Hudson | Reconstruct from Highland St. to McDonalds on NH 102, extend sidewalks both sides of NH 102 | Southern NH | Nashua | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 12461 | Hudson | Reconstruct 2000', Rena St. to Dracut Rd. | Southern NH | Nashua | 2002 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 13180 | Hudson | Widen from Wason Rd. to Executive Dr. | Southern NH | Nashua | 2001 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 10625, 10644 | Hudson, Litchfield-Nashua, Merrimack, Nashua | CIRCUMFERENTIAL HWY | Southern NH | Nashua | 2014 | 2017 | | Action | Ten Year Plan |
| | Litchfield | Albuquerque Road; Construct .3 mile segment from April drive to NH 3A, including intersection improvements @ NH 3A. | Southern NH | Nashua | 2011 | 2017 | N/A | Baseline | Ten Year Plan |
| 12259 | Merrimack | Park'n'ride, 250 spaces - intermodal facility near RR facility, FEET, and US3. | Southern NH | Nashua | 2012 | 2017 | N/A | Action | Ten Year Plan |
| | MERRIMACK | US 3; CAPACITY IMPROVEMENTS TO IMPROVE TRAFFIC FLOW AT A NUMBER OF INTERSECTIONS AS IDENTIFIED IN RECENT STUDIES COMPLETED BY THE TOWN OF MERRIMACK | Southern NH | Nashua | 2009 | 2017 | | Action | Ten Year Plan |
| 10040 | Nashua | Broad Street Parkway | Southern NH | Nashua | 2005-2009 | 2017 | 2010 | Action | Many individual Projects in 2005-2007 STIP |
| | NASHUA | EAST HOLLIS STREET; RECONSTRUCTION OF EAST HOLLIS STREET FROM MAIN STREET TO HUDSON TOWN LINE TO IMPROVE CAPACITY | Southern NH | Nashua | 2013 | 2017 | | Action | Ten Year Plan |
| | NASHUA | FEE Turnpike - New SB ramp at exit 36 to connect with Pheasant Lane Mall | Southern NH | Nashua | 2014 | 2017 | | Action | This project is taken from various studies and is part of the Regional Transportation Plan. |
| (00-15CM) 13513 | Nashua | Expansion Bus Service (00-15CM) (ie extended hours) | Southern NH | Nashua | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 04-30CM | NASHUA | TRAFFIC SIGNALS, EXPAND THE CLOSED LOOP SYSTEM TO INCLUDE THIRTY ADDITIONAL INTERSECTIONS [04-30CM] | Southern NH | Nashua | 2008 | 2017 | | Action | Ten Year Plan |
| 10136A | NASHUA | NH 101AWIDENING BETWEEN CELINA AVENUE INTERSECTION TO AMHERST STREET MALL INTERSECTION (1.5 MILES) TO EXPAND FROM EXISTING FIVE LANES TO SEVEN LANES AS RECOMMENDED BY CORRIDOR STUDY [Const Only, Pe/Row Under 10136 Milford to Nashua] | Southern NH | Nashua | 2008 | 2017 | | Action | Ten Year Plan |
| 98-12CM (13130) | Nashua | Optimization improvements to 20 signalized intersections; construct 2200' road to include 2 lanes, bike lane & restricted to bus/transit, HOV, ped & bikes peak hr. | Southern NH | Nashua | 2005 | 2007 | 2010 | Action | 2005-2007 STIP |
| 98-13CM (13117) | Nashua | Construct 1000 space park'n'ride near B&M RR with rail platform; facility will be used for car pool, vanpool & passenger rail modes. | Southern NH | Nashua | 2006 | 2007 | 2010 | Action | 2005-2007 STIP |
| (00-12CM) 13514 & 68000 & 02-22CM | Nashua-Merrimack-Lowell Ma | Purchase Commuter Locomotive and Coaches, Commuter Rail Extension | Southern NH | Nashua | 2006-2008 | 2017 | 2010 | Action | Ten Year Plan |
| 13742 | Bow-Concord | Widen from I-89 to between exits 15 and 16 to match into existing Concord project at exit 16 | Manchester | None | 2013 | 2017 | N/A | Action | Ten Year Plan |
| 02-03CM (13860) | Concord | Construct combination of sidewalks and Bike Paths along with curbing, drainage, ROW purchase when required. | Manchester | none | 2006 | N/A | N/A | Action | 2005-2007 STIP |
| 02-05CM (13865) | Concord | Rehabilitate existing sidewalks to ADA compliance, install vertical curbing, & storm drainage systems; Fisherville Road / Village Street (US 3) from Bog road northerly to new Penacook elementary school & sections of Manor rd, Borough rd, Sewalls falls road, & Penacook village [02-05cm] | Manchester | none | 2006 | N/A | N/A | Action | 2005-2007 STIP |
| | Franklin-Northfield | New Connector Road from NH 3A in Franklin to Exit 19 in Northfield | Manchester | None | N/A | 2025 | N/A | Action | 2005-2014 Ten Year Plan for Engineering Only. |
| 10309 | Keene-Swanzey | Reconstruct From Main Street Westerly To NH 9/12 | Cheshire County | None | 2004-2009 | 2017 | N/A | Action | Ten Year Plan |
| 13596 | Northfield | Complete Exit 19 | Manchester | None | 3013 | 2017 | N/A | Action | Ten Year Plan |
| 10434 | Troy | Bypass of Troy Village | Cheshire County | None | 2011-2013 | 2017 | N/A | Action | Ten Year Plan |
| 10418/13933. | Salem - Manchester | 1-93 Widening Mass S/L to I-293 in Manchester | Southern NH/Manchester | Salem / Plaistow / Windham and Manchester | 2005-2013 | 2017 | 2010 | Action | Ten Year Plan |
| 96-25CM (12665) | Hampstead | Construct new 100 space P&R facility at NH 111 and NH 121 and amenities | Southern NH | Salem/Plaistow/Windham | 1999 | 2007 | N/A | Baseline | |

| PROJECT # | TOWN | DESCRIPTION | NONATTAINMENT AREA | MPO | CONSTR. YEAR | OZONE ANALYSIS YEAR | CO ANALYSIS YEAR | BASELINE OR ACTION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 10044A | Plaistow | NH 125@ Westville Road - Construct Park-n-Ride | Southern NH | Salem/Plaistow/Windham | 1996 | 2007 | N/A | Baseline | |
| 98-04CM (13118) | Plaistow | Install closed loop coordinated traffic signal system along NH 125 congested areas. 5 existing signalized intersections | Southern NH | Salem/Plaistow/Windham | 2003 | 2007 | N/A | Action | 2003-2005 STIP |
| 00-20CM (13515) | Plaistow NH - Haverhill MA | Construct Rail Platform & Provide Three Years Of Operating Subsidy For MBTA | Southern NH | Salem/Plaistow/Windham | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 10044 | Plaistow-Kingston | Reconstruction from East road in Plaistow northerly approx. 6.0 +/- mile to NH 125 & Main Street intersection in Kingston. Reconstruct intersection of Newton Junction / Hunt Road | Southern NH | Salem/Plaistow/Windham | 2007-2009 | 2017 | N/A | Action | 2007-2017 Ten Year Plan and MPO LRP> |
| 12334 | Salem | NH 28 Reconstruct Intersection, Main Street @ Depot Street including signals, left turn lane & approaches | Southern NH | Salem/Plaistow/Windham | 2009 | 2017 | N/A | Action | Ten Year Plan |
| 00-24CM (13518) | Salem | Signal Coordination from North Policy Road West to Stiles Road. | Southern NH | Salem/Plaistow/Windham | 2005 | 2007 | N/A | Action | 2005-2007 STIP |
| 02-24CM (13881) | Salem | Development of Intelligent Transportation System (ITS): inventory and evaluate signal controllers & computer equipment to establish a coordinated signal timing plan throughout the I-93 & NH 28 corridor to address I-93 construction. | Southern NH | Salem/Plaistow/Windham | 2003 | 2007 | N/A | Action | 2003-2005 STIP |
| 04-20CM | SALEM | TRANSPORTATION MANAGEMENT ASSOCIATION, BUS SERVICE AND BIKE/PED PATH [04-20CM] | Southern NH | Salem/Plaistow/Windham | 2007 | 2007 | N/A | Action | Ten Year Plan |
| 96-26CM (12666) | Salem | Design and install coordinated traffic signal system at four intersections | Southern NH | Salem/Plaistow/Windham | 2000 | 2007 | N/A | Action | 1999-2001 STIP |
| 98-09CM (13119) | SALEM | I-93 (EXIT 1)CONSTRUCT 500+ SPACE PARK'N'RIDE WITH BUS TERMINAL @ ROCKINGHAM BLVD [98-09CM] | Southern NH | Salem/Plaistow/Windham | 2014 | 2017 | N/A | Action | Ten Year Plan |
| 04-04CM, 04-33CM (10418, various) | Salem - Manchester | Construct Park and Rides at exits 2, 3, and 5, construct bus terminal at exit 4, construct bus maintenance facility at exit 5. Implement expanded bus service. | Southern NH | Salem/Plaistow/Windham | 2005-2010 | 2017 | N/A | Action | Ten Year Plan |
| 02-34CM(13884) | Windham | Coordinated Traffic Upgrade signal controllers & computer equipment to establish a coordinated signal timing plan @ intersections of Lowell Road, Fellows Avenue / North Lowell Road, & Village Green. | Southern NH | Salem/Plaistow/Windham | 2005 | 2007 | N/A | Action | 2005-2007 STIP |
| 10075 | Windham-Salem | NH 111 Construct Bypass around Shadow Lake and all associated work | Southern NH | Salem/Plaistow/Windham | 2005-2014 | 2017 | N/A | Action | Ten Year Plan |
| 02-02CM (13859) | COAST | Marketing funds to provide public transportation in the seacoast region: television, radio, print, local events, & promotions | Seacoast | Seacoast | 2003 | 2007 | N/A | Baseline | 2003-2005 STIP |
| 96-15CM (12660) | COAST | COAST - Replace transit vehicles with mixed fleet | Seacoast | Seacoast | 2000 | 2007 | N/A | Baseline | 1999-2001 STIP |
| 96-16CM (12679) | COAST | Provide expanded marketing opportunities and promote public transportation . | Seacoast | Seacoast | 2000 | 2007 | N/A | Baseline | |
| 13215 | Dover | At little Bay Bridges, replace concrete barrier, construct emergency ramp and add toll booths at Exit 6. | Seacoast | Seacoast | 1999 | 2007 | N/A | Baseline | 1999-2001 STIP |
| 00-04CM (13508) | Dover | Signal Coordination along Central Ave at 10 Intersections | Seacoast | Seacoast | 2003 | 2007 | N/A | Baseline | 2003-2005 STIP |
| 00-05 CM (13509) | Dover | Downtown Transit Loop | Seacoast | Seacoast | 2003 | 2007 | N/A | Baseline | 2003-2005 STIP No credit taken for 2003 or 2022. |
| 96-10CM (12688) | Dover | NH 108 - Intersection Improvement @ Back River; Signalize & Coordinate With Adjacent Signal @ Mill Street To Reduce Severe Congestion Occurring During Peak Hours [96-10CM] | Seacoast | Seacoast | 2003 | 2007 | N/A | Baseline | 2003-2005 STIP |
| 98-14CM (13128) | Dover | Citywide Bike Improvements - In-town and rail station, Dover Point Road | Seacoast | Seacoast | 2004 | 2007 | N/A | Action | 2005-2007 STIP |
| 98-15CM (13129) | Dover | Construct Park and Ride of Approximately 90 spaces with Access/Egress at Dover Arena | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | 2001-2003 STIP |
| TP-04 | Dover | Exit 9 - Upgrade to full cloverleaf | Seacoast | Seacoast | N/A | 2017 | N/A | Action | LRP |
| TP-05 | Dover | Exit 8A - Build new interchange with direct connection to NH 9 | Seacoast | Seacoast | N/A | 2025 | N/A | Action | LRP |
| 10023D and 10025A | Dover and Exeter | Construct Rail Platform and Refurbish Station | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 98-08CM (13124) | Dover-Portsmouth | Intercity Express Bus Service - Acquisition of three 55 passenger motorcoaches to expand commuter bus service to and from Boston | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | 1999-2001 STIP |
| BR-14 | Dover-Rochester | Rebuild County Farm Road Bridge over river [separate associated road project is RD-37 which does not need to be in model] | Seacoast | Seacoast | N/A | 2017 | N/A | Action | MPO/LRP. |
| 11429 | Dover-Rochester-Somersworth | Construction of Spaulding Tpke Exit 10 and connectors | Seacoast | Seacoast | 2013-2014 | 2017 | N/A | Action | Ten Year Plan |
| | Dover-Somersworth-Rochester | Widening and reconstuction from the weeks corner intersection north 4.8 miles to the NH 108 intersection with granite parkway in Rochester and widening of sixth street connector bridge over the Spaulding tpk at exit 9 with NB off-ramp reconstruction. | Seacoast | Seacoast | 2014 | 2017 | N/A | Action | Ten Year Plan |
| 00-06CM (13510) | Durham | Purchase six (6) fifteen person vans | Seacoast | Seacoast | 2003 | 2007 | N/A | Baseline | 2003-2005 STIP |
| 00-07CM (13511) | Durham | Purchase Mixed Fleet to Support Wildcat Transit System | Seacoast | Seacoast | 2004 | 2007 | N/A | Baseline | 2003-2005 STIP |
| 02-07CM (13867) | Durham | Reconstruction of main street to permit bi-direction transit shuttle service / project includes bike / pedestrian safety improvements from western edge of campus to downtown @ Pettee brook lane to include construction of transit pull-outs, central median creation, delineation of crosswalks, lighting improvements, & landscaping. | Seacoast | Seacoast | 2006 | 2007 | N/A | Action | 2003-2005 STIP Benefits taken only for the year 2007. |
| 02-08CM(13868) | Durham | Development of expanded or replacement accessible rail platform, station building exterior and interior renovation to include dedicated indoor traveler waiting space and construction of full intermodal bus access to platform area. Improved pedestrian access around station and/or over tracks to improve safety and prevent at-grade crossings. | Seacoast | Seacoast | 2006 | 2007 | N/A | Action | Ten Year Plan |
| 02-09CM(13869) | Durham | Purchase three 14 passenger transit vehicle for expansion of UNH wildcat shuttle system beyond core campus areas [02-09cm] | Seacoast | Seacoast | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 94-12TE (12272) | Durham | Provide regional rail station stop & facility on Portland to Boston Rail line (94-12TE) UNH will advertise | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | |
| 02-10CM(13870) | Durham &Surrounding Communities | Funding for non-transit (fleet) vehicle infrastructure share of regional CNG fueling station and funding for marginal cost of "CNG" engines on new fleet vehicles (police, service, etc) | Seacoast | Seacoast | 2005 | 2007 | N/A | Action | 2005-2007 STIP Benefits included as part of 00-06CM project. No credit taken for 2017 and 2025. |

| PROJECT # | TOWN | DESCRIPTION | NONATTAINMENT AREA | MPO | CONSTR. YEAR | OZONE ANALYSIS YEAR | CO ANALYSIS YEAR | BASELINE OR ACTION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 11574 | Epping | Exit 6, construct carpool park'n'ride - 246 spaces | Seacoast/Southern | Seacoast | 1995 | 2007 | N/A | Baseline | |
| 02-13CM(13871) | Exeter | Expand existing passenger railroad station parking area (project #10025a) from 78 to 140 parking spaces. | Seacoast | Seacoast | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 10025B | Exeter | Reconstruct Approx. 0.3 Miles Of NH 108 from Water Works Rd. To South End Of Project #10421 | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 10423F | Exeter | Replace NH 101 EB Bridge Over NH 111 & NH 111 Reconstruction | Seacoast | Seacoast | 1999 | 2007 | N/A | Baseline | 1999-2001 STIP |
| 13689 | Hampton-North Hampton | Widen the approaches and departures to the hampton toll plaza, and some geometric improvements at exit 2 northbound off ramp | Seacoast | Seacoast | 2002 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 13760 | Hampton-North Hampton | Widen Hampton ramp toll plaza to 8 collection lanes including roadway approach & departure widening to accommodate increased traffic demands. | Seacoast | Seacoast | 2004 | N/A | N/A | Action | 2003-2005 STIP |
| 02-19CM (13874) | Milton | NH 16 - Spaulding Turnpike - widen turnpike including Little Bay Bridges from Gosling Road to Dover Toll | Seacoast | Seacoast | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 11238 | Newington-Dover | NH 16 - Spaulding Turnpike - widen turnpike including Little Bay Bridges from Gosling Road to Dover Toll | Seacoast | Seacoast | 2002-2010 | 2017 | N/A | Action | Ten Year Plan |
| 11238C | Newington-Dover | Reconfiguration and relocation of ramps and access. | Seacoast | Seacoast | 2005 | 2007 | N/A | Action | 2005-2007 STIP |
| 11238D & 11238Z | Newington-Dover | Develop incident management plan for little bay bridges and purchase traffic control devices. | Seacoast | Seacoast | 2003 | 2007 | N/A | Action | 2003-2005 STIP |
| 02-25CM(13878) | Newmarket-Newfields | Construct 4' bike shoulders from the southerly limit of project 13107 in Newmarket to the norhterly limit of project p4386 in Newfields [02-25cm] | Seacoast | Seacoast | 2006 | 2017 | N/A | Action | 2005-2007 STIP |
| 11855 | Portsmouth | US 1 - Bridge replacement over Sagamore Creek with expanded approach lanes both sides of bridge to 5 lanes | Seacoast | Seacoast | 2000 | 2007 | N/A | Baseline | 1999-2001 STIP |
| 13455 | Portsmouth | US 1 Bypass, reconstruct from Sagamore to Circle | Seacoast | Seacoast | 2012 | 2017 | N/A | Action | Ten Year Plan |
| 00-21CM (13516) | Portsmouth | Woodbury Ave / Market Street - Signal Coordination Along Woodbury Ave From I-95 Interchange To Gosling Road | Seacoast | Seacoast | 2005 | 2007 | N/A | Action | 2005-2007 STIP |
| 02-27CM (13877) | Portsmouth | Upgrade signal controllers & computer equipment to establish a coordinated signal timing plan @ intersections of Maplewood with Deer street, Hanover street & Middle / Islington /Congress streets and Middle street with State street. | Seacoast | Seacoast | 2004 | 2007 | N/A | Action | 2005-2007 STIP |
| 04-16CM | PORTSMOUTH | MARKET STREET EXTENSIONBIKE/PED PATH, BETWEEN MICHAEL SUCCI DRIVE AND THE NH PORT AUTHORITY [04-16CM] | Seacoast | Seacoast | 2007 | 2007 | N/A | Action | Ten Year Plan |
| 10045A | Portsmouth | Upgrade existing Park & Ride at Greenland Road | Seacoast | Seacoast | 1998 | 2007 | N/A | Baseline | |
| 94-28CM (12250) | Portsmouth | NH 33 - Park & Ride lot - 987 spaces w/ bus terminal | Seacoast | Seacoast | 2000 | 2007 | N/A | Baseline | |
| 96-21CM (12686) | Portsmouth | US 1 - Signal Coordination And Pedestrian Crossing At 7 Intersections Between Greenleaf & Heritage Ave | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 98-06CM (13126) | Portsmouth | Initiate 2 pulse transit routes in Portsmouth downtown and US 1/Islington St. corridor | Seacoast | Seacoast | 2002 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 94-31CM and 94-32CM | Portsmouth (Pease) | Pease Portsmouth Shuttle and regional transit expansion into pease (combination of two CMAQ projects) | Seacoast | Seacoast | 2001 | 2007 | N/A | Baseline | |
| 94-33CM (12254) | Portsmouth (Pease) | Establish Transportation management system Association (TMA) at Pease International Tradeport | Seacoast | Seacoast | 2004 | 2007 | N/A | Baseline | |
| 02-28CM (13879) | Portsmouth-Greenland | Install closed-loop traffic signal system for 5 signals on a 0.9 mile stretch to include intersections of: Greenland road, I-95 exit 3 SB ramp, Grafton drive (Pease tradeport entrance), I-95 exit 3 NB ramp, & Borthwich Avenue (Shelburne rd). | Seacoast | Seacoast | 2003 | 2007 | N/A | Action | 2003-2005 STIP |
| Various | Regional Bike/Pedestrian Projects | Construction of side walks using TE funds | Seacoast | Seacoast | | 2007 | N/A | Action | |
| 10620 | Rochester | Spaulding Turnpike Widening (Exit 11 through 16) and associated interchanges | Seacoast | Seacoast | 2005-2013 | 2017 | N/A | Action | Ten Year Plan |
| 00-23CM (13517) | Rochester | NH 125 - Signal Coordination | Seacoast | Seacoast | 2005 | 2007 | N/A | Action | 2005-2007 STIP |
| RD-45 | Rochester-Lee | NH 125 spot improvements and center turning lanes per RPC and town identifications in prior studies | Seacoast | Seacoast | N/A | 2017 | N/A | Action | LRP. Expected Completion Year is 2005. |
| 02-29CM (13880) | Rochester-Somersworth-Dover-Newington-Portsmouth | "Express" bus service for general public between Rochester & Portsmouth to have timely conections with inter-city & local transportation services | Seacoast | Seacoast | 2006 | 2007 | N/A | Action | 2005-2007 STIP |
| 98-05CM (13120) | Seabrook-North Hampton-Hampton Falls | US 1 Coordinate existing traffic signals from Seabrook to Hampton | Seacoast/Southern | Seacoast | 2002 | 2007 | N/A | Action | 2001-2003 STIP |
| 00-30CM(13804) | Seacoast Marketing | Provide Marketing support for Rail & Transit Alternatives, in the Seacoast Corridor area with NHDOT and Maine DOT | Seacoast | Seacoast | 2002 | 2007 | N/A | Action | 2001-2003 STIP No benefits taken for 2017 and 2025. |
| 10050A | Somersworth | High Street widen and rehab from Weeks to Stackpole Road including new signals | Seacoast | Seacoast | 1999 | 2007 | N/A | Baseline | |
| RD-31 | Somersworth | Blackwater Road - widen from High Street to Dover Line - add lanes | Seacoast | Seacoast | N/A | 2025 | N/A | Action | LRP. Expected Completion Year is 2017. |
| 96-01CM(12656) | Statewide Project | Vanpool incentive program - provide a declining subsidy to new vanpool participants to cover vehicles costs to be more attractive to commuters. | Seacoast | Seacoast | 2000 | 2007 | N/A | Baseline | 1999-2001 STIP |
| 96-06CM (12658) | Statewide Project | Development of an educational unit to educate students to become more aware of the need for proper emissions systems maintenance and the need to move to alternative energy vehicles. | Seacoast and Southern | Seacoast, Salem/Plaistow/Windham, Nashua and Manchester | 2003 | 2007 | N/A | Baseline | 2003-2005 STIP |
| 98-10CM (13122) | Statewide Project | Addition of Electronic Toll Equipment to toll facilities located in Hooksett, Bedford, Merrimack, Nashua, Hampton, Dover and Rochester | Seacoast, Southern and Manchester | Seacoast, Salem/Plaistow/Windham, Nashua and Manchester | 2004 | 2017 | N/A | Baseline | 2003-2005 STIP |
| 04-31CM (11151Z) | Seabrook-Portsmouth | ITS Deployment; ITS initiative allowing for deployment of changeable message boards, Highway Advisory Radio to improve motorist safety and awareness. | Seacoast/Southern | Seacoast/Salem/Plaistow/Windham | 2007 | 2007 | N/A | Action | 2005-2007 STIP |
| 02-32CM(13882) | Statewide Project | Compliance Assistance / Education & NHDES Outreach Program for proper operation & maintenance of heavy duty diesel on-road vehicles, including school buses. | Statewide | Statewide | 2002 | 2007 | N/A | Baseline | 2001-2003 STIP Benefits taken only for Seacoast in the year 2007. For the other areas, this project will be implemented in between the analysis years. |

| PROJECT # | TOWN | DESCRIPTION | NONATTAINMENT AREA | MPO | CONSTR. YEAR | OZONE ANALYSIS YEAR | CO ANALYSIS YEAR | BASELINE OR ACTION | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 02-33CM(13883) | Statewide Project | Free Fares on "Air Quality Action Days", reimbursement of lost fare box revenue, advertisement of "Ride Free" Program & health benefits of Program | Statewide | Statewide | 2002 | 2007 | N/A | Baseline | 2001-2003 STIP |
| 94-06CM (12233) | Statewide Project | Construction of Fuel Stations for Alternate Fuel Vehicles | Manchester | Statewide | 2000 | 2007 | N/A | Baseline | 2001-2003 STIP No credit taken for 2025. |
| 96-02CM(12655) | Statewide Project | Alternate transportation Marketing program. - provide funds for individual, transit, or commuter bus operators for statewide marketing efforts to promote p-n-r's, trans. Maps, & educational materials for trans. Alternatives. | Seacoast, Southern, Manchester and Cheshire | Statewide | 2000 | 2007 | N/A | Baseline | |
| 96-03CM (12654) | Statewide Project | Acquire 6 intercity bus coaches for commuter bus service . | Seacoast and Southern | Statewide | 2001 | 2007 | N/A | Baseline | |
| 96-05CM (12657) | Statewide Project | Develop and implement a series of PSAs around clean driving | Seacoast and Southern | Statewide | 1998 | 2007 | N/A | Baseline | No credit taken for any of the analysis years. |
| 98-02CM (13121) | Statewide Project | NHDES working with "NHAB" will develop and implement a series of non-commercial sustaining announcements - continuation of 96-05cmaq project. | Seacoast, Southern, Manchester and Cheshire | Statewide | 2002 | 2007 | N/A | Baseline | Credit taken only for 2007. |

**Exhibit 5.**
**Total Emissions Tables for each Non-attainment Area**

**NONATTAINMENT AREA : SOUTHERN NH SERIOUS OZONE**

**VOC (HCs) in kg/day**

| | PORTION NASHUA MPO AREA (1)(2) | PORTION MANCHESTER MPO AREA (1)(2) | PORTION RPC AREA (1)(2) | **TOTAL** | **ADJUSTED TOTAL (1)** | **BUDGET** | **TESTS** | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | INVENTORY=10,777 KGS/DAY | |
| 2002 base year | 5,185 | 2,071 | 5,730 | 12,987 | 10,777 | | ADJUSTMENT= | 0.83 |
| 2007 ACTION | 3,309 | 1,333 | 3,508 | 8,150 | 6,763 | 9,725 | ACTION<BUDGET? | YES |
| 2007 BUDGET | * | * | * | | | | Margin of Safety = | 2962 |
| 2017 ACTION | 1,607 | 635 | 1,720 | 3,962 | 3,287 | 9,725 | ACTION<BUDGET? | YES |
| 2017 BUDGET | * | * | * | | | | Margin of Safety = | 6438 |
| 2025 ACTION | 1,290 | 506 | 1,217 | 3,013 | 2,500 | 9,725 | ACTION<BUDGET? | YES |
| 2025 BUDGET | * | * | * | | | | Margin of Safety = | 7225 |

**NOx in kg/day**

| | PORTION NASHUA MPO AREA (1)(2) | PORTION MANCHESTER MPO AREA (1)(2) | PORTION RPC AREA (1)(2) | **TOTAL** | **ADJUSTED TOTAL (1)** | **BUDGET** | **TESTS** | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | INVENTORY=20,506 KGS/DAY | |
| 2002 base year | 9,146 | 3,781 | 9,294 | 22,221 | 20,506 | | ADJUSTMENT= | 0.92 |
| 2007 ACTION | 5,984 | 2,510 | 6,136 | 14,630 | 13,501 | 19,386 | ACTION<BUDGET? | YES |
| 2007 BUDGET | * | * | * | | | | Margin of Safety = | 5885 |
| 2017 ACTION | 2,106 | 872 | 2,140 | 5,118 | 4,723 | 19,386 | ACTION<BUDGET? | YES |
| 2017 BUDGET | * | * | * | | | | Margin of Safety = | 14663 |
| 2025 ACTION | 1,350 | 515 | 1,144 | 3,009 | 2,777 | 19,386 | ACTION<BUDGET? | YES |
| 2025 BUDGET | * | * | * | | | | Margin of Safety = | 16609 |

* Budgets are not created for each portion of the nonattainment area

(1) Adjusted Total = Total*Adjustment. 2002 base year Adjusted Total emissions are HPMS based and are taken from "2002 HPMS VMT Emissions".
(2) 2002 base year emissions are outputs from MPO Models

**NONATTAINMENT AREA : SEACOAST SERIOUS OZONE**

**VOC (HCs) in kg/day**

| | SEACOAST MPO AREA | ADJUSTED TOTAL | BUDGET | | |
|---|---|---|---|---|---|
| | | | | INVENTORY=7,594 KGS/DAY | |
| 2002 base year | 9,276 | 7594 | | ADJUSTMENT= | 0.82 |
| 2007 ACTION | 6,199 | 5,075 | 6,323 | ACTION<BUDGET? | YES |
| 2007 BUDGET | | | | Margin of Safety = | 1248 |
| 2017 ACTION | 2,859 | 2,340 | 6,323 | ACTION<BUDGET? | YES |
| 2017 BUDGET | | | | Margin of Safety = | 3983 |
| 2025 ACTION | 2,035 | 1,666 | 6,323 | ACTION<BUDGET? | YES |
| 2025 BUDGET | | | | Margin of Safety = | 4657 |

**NOx in kg/day**

| | SEACOAST MPO AREA | ADJUSTED TOTAL | BUDGET | | |
|---|---|---|---|---|---|
| | | | | INVENTORY=14,118 KGS/DAY | |
| 2002 base year | 16,810 | 14,118 | | ADJUSTMENT= | 0.8399 |
| 2007 ACTION | 11,583 | 9,728 | 12,410 | ACTION<BUDGET? | YES |
| 2007 BUDGET | | | | Margin of Safety = | 2682 |
| 2017 ACTION | 3,596 | 3,020 | 12,410 | ACTION<BUDGET? | YES |
| 2017 BUDGET | | | | Margin of Safety = | 9390 |
| 2025 ACTION | 2,007 | 1,686 | 12,410 | ACTION<BUDGET? | YES |
| 2025 BUDGET | | | | Margin of Safety = | 10724 |

**NONATTAINMENT AREA : MANCHESTER MARGINAL OZONE**

**VOC (HCs) in kg/day**

| | PORTION NASHUA MPO AREA (1) | PORTION MANCHESTER MPO AREA (1) | PORTION RPC AREA (1) | REMAINDER OF AREA NON-MODELED(2) | **TOTAL** | **TESTS** | |
|---|---|---|---|---|---|---|---|
| 1990 base year | 81 | 14,780 | 1,750 | 7,583 | 24,194 | | |
| 2007 ACTION | 21 | 4,671 | 638 | 4,077 | 9,407 | ACTION<1990? | YES |
| | | | | | | Margin of Safety = | 14787 |
| 2017 ACTION | 9 | 2,169 | 295 | 2,086 | 4,559 | ACTION<1990? | YES |
| | | | | | | Margin of Safety = | 19636 |
| 2025 ACTION | 8 | 1,717 | 214 | 1,739 | 3,677 | ACTION<1990? | YES |
| | | | | | | Margin of Safety = | 20517 |

**NOx in kg/day**

| | PORTION NASHUA MPO AREA (1) | PORTION MANCHESTER MPO AREA (1) | PORTION RPC AREA (1) | REMAINDER OF AREA NON-MODELED(2) | **TOTAL** | **TESTS** | |
|---|---|---|---|---|---|---|---|
| 1990 base year | 72 | 25,270 | 1,878 | 8,827 | 36,047 | | |
| 2007 ACTION | 35 | 8,279 | 1,162 | 8,322 | 17,798 | ACTION<1990? | YES |
| | | | | | | Margin of Safety = | 18249 |
| 2017 ACTION | 11 | 2,848 | 376 | 3,118 | 6,354 | ACTION<1990? | YES |
| | | | | | | Margin of Safety = | 29693 |
| 2025 ACTION | 8 | 1,685 | 206 | 1,936 | 3,835 | ACTION<1990? | YES |
| | | | | | | Margin of Safety = | 32212 |

(1) 1990 base year emissions in Columns 1, 2, 3 are based on MPO models.
(2) Emissions in Column 4 (Remainder of Area Non-Modeled) are based on HPMS Data and are taken from Appendix E.

**NONATTAINMENT AREA : CHESHIRE COUNTY NOT CLASSIFIED OZONE**

| | VOC (HCs) in kg/day | | |
|---|---|---|---|
| | ENTIRE COUNTY AREA NON-MODELED (1)(2) | **TESTS** | |
| 1990 base year (1) | 4,227 | | |
| 2007 ACTION | 1,630 | ACTION<1990? | YES |
| 2017 ACTION | 818 | ACTION<1990? | YES |
| 2025 ACTION | 682 | ACTION<1990? | YES |

| | NOx in kg/day | | |
|---|---|---|---|
| | ENTIRE COUNTY AREA NON-MODELED (1)(2) | **TESTS** | |
| 1990 base year (1) | 4,623 | | |
| 2007 ACTION | 2,846 | ACTION<1990? | YES |
| 2017 ACTION | 1,059 | ACTION<1990? | YES |
| 2025 ACTION | 665 | ACTION<1990? | YES |

(1) 1990 base year emissions based on HPMS Data.
(2) Other year emissions based on HPMS Data and are taken from Appendix E.

# 2002 HPMS VMT EMISSIONS

| Seacoast Nonattainment area 2002 | | | | | | Emissions | | |
|---|---|---|---|---|---|---|---|---|
| Group | FC | HPMS Corrected Total Summer DVMT | Weighted Average Speed | HC | NOx | HC | NOx | Speed |
| 1 | 1 | 922,080 | 59 | 1.034 | 2.497 | 953.4 | 2302.4 | 54402720 |
| 1 | 2 | 705,472 | 55 | 1.045 | 2.322 | 737.2 | 1638.1 | 38800960 |
| 1 | 6 | 528,900 | 43 | 1.088 | 1.881 | 575.4 | 994.9 | 22742700 |
| 1 | 7 | 425,162 | 37 | 1.124 | 1.831 | 477.9 | 778.5 | 15730994 |
| 1 | 8 | 113,699 | 37 | 1.124 | 1.831 | 127.8 | 208.2 | 4206863 |
| 1 | 9 | 159,830 | 25 | 1.273 | 1.911 | 203.5 | 305.4 | 3995750 |
| 1 | 11 | 394,287 | 52 | 1.056 | 2.222 | 416.4 | 876.1 | 20502924 |
| 1 | 12 | 894,105 | 52 | 1.056 | 2.222 | 944.2 | 1986.7 | 46493460 |
| 1 | 14 | 827,924 | 45 | 1.078 | 1.901 | 892.5 | 1573.9 | 37256580 |
| 1 | 16 | 1,241,191 | 30 | 1.199 | 1.843 | 1488.2 | 2287.5 | 37235730 |
| 1 | 17 | 288,681 | 25 | 1.273 | 1.911 | 367.5 | 551.7 | 7217025 |
| 1 | 19 | 321,752 | 25 | 1.273 | 1.911 | 409.6 | 614.9 | 8043800 |
| | | 6,823,083 | | | | 7593.5 | 14118.2 | 29662950643 |
| **Southern Nonattainment area 2002** | | | | | | | | |
| 2 | 1 | 1,890,033 | 62 | 1.030 | 2.578 | 1946.7 | 4872.5 | 117182046 |
| 2 | 2 | 1,012,738 | 58 | 1.037 | 2.447 | 1050.2 | 2478.2 | 58738804 |
| 2 | 6 | 609,770 | 42 | 1.094 | 1.870 | 667.1 | 1140.3 | 25610340 |
| 2 | 7 | 820,898 | 37 | 1.124 | 1.831 | 922.7 | 1503.1 | 30373226 |
| 2 | 8 | 182,731 | 37 | 1.124 | 1.831 | 205.4 | 334.6 | 6761047 |
| 2 | 9 | 303,938 | 25 | 1.273 | 1.911 | 386.9 | 580.8 | 7598450 |
| 2 | 11 | 308,299 | 57 | 1.039 | 2.395 | 320.3 | 738.4 | 17573043 |
| 2 | 12 | 907,494 | 57 | 1.039 | 2.395 | 942.9 | 2173.4 | 51727158 |
| 2 | 14 | 1,109,877 | 35 | 1.138 | 1.819 | 1263.0 | 2018.9 | 38845695 |
| 2 | 16 | 1,504,748 | 29 | 1.211 | 1.855 | 1822.2 | 2791.3 | 43637692 |
| 2 | 17 | 440,741 | 25 | 1.273 | 1.911 | 561.1 | 842.3 | 11018525 |
| 2 | 19 | 540,375 | 25 | 1.273 | 1.911 | 687.9 | 1032.7 | 13509375 |
| | | 9,631,642 | | | | 10776.5 | 20506.3 | 42257540144 |
| **Cheshire 2002** | | | | | | | | |
| 5 | 1 | -- | 0 | | | 0.0 | 0.0 | 0 |
| 5 | 2 | 563,879 | 48 | 1.191 | 2.195 | 671.6 | 1237.7 | 27066192 |
| 5 | 6 | 413,838 | 48 | 1.175 | 2.018 | 486.3 | 835.1 | 19864224 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 5 | 7 | 369,397 | 44 | 1.194 | 1.957 | 441.1 | 722.9 | 16253468 |
| 5 | 8 | 139,276 | 44 | 1.194 | 1.957 | 166.3 | 272.6 | 6128144 |
| 5 | 9 | 224,860 | 28 | 1.338 | 1.933 | 300.9 | 434.7 | 6296080 |
| 5 | 11 | -- | 0 | | | 0.0 | 0.0 | 0 |
| 5 | 12 | -- | 0 | | | 0.0 | 0.0 | 0 |
| 5 | 14 | 187,634 | 40 | 1.214 | 1.911 | 227.8 | 358.6 | 7505360 |
| 5 | 16 | 149,274 | 27 | 1.355 | 1.947 | 202.3 | 290.6 | 4030398 |
| 5 | 17 | 25,505 | 28 | 1.338 | 1.933 | 34.1 | 49.3 | 714140 |
| 5 | 19 | 55,794 | 28 | 1.338 | 1.933 | 74.7 | 107.8 | 1562232 |
| | | 2,129,457 | | | | **2604.9** | **4309.3** | 8942023842 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Cheshire 2007** | | | | | Growth Rate: | 2.08% | per year | |
| 5 | 1 | 0 | 0 | 0.000 | 0.000 | 0.0 | 0.0 | 0 |
| 5 | 2 | 625,013.26 | 48 | 0.664 | 1.299 | 415.0 | 811.9 | 30000636.24 |
| 5 | 6 | 458,705.21 | 48 | 0.663 | 1.213 | 304.1 | 556.4 | 22017850.11 |
| 5 | 7 | 409,446.04 | 44 | 0.676 | 1.170 | 276.8 | 479.1 | 18015625.59 |
| 5 | 8 | 154,375.93 | 44 | 0.676 | 1.170 | 104.4 | 180.6 | 6792541.004 |
| 5 | 9 | 249,238.72 | 28 | 0.763 | 1.148 | 190.2 | 286.1 | 6978684.176 |
| 5 | 11 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 | 0 |
| 5 | 12 | 0 | 0 | 0.000 | 0.000 | 0.0 | 0.0 | 0 |
| 5 | 14 | 207,976.78 | 40 | 0.690 | 1.138 | 143.5 | 236.7 | 8319071.084 |
| 5 | 16 | 165,457.89 | 27 | 0.772 | 1.157 | 127.7 | 191.4 | 4467362.986 |
| 5 | 17 | 28,270.18 | 28 | 0.763 | 1.148 | 21.6 | 32.5 | 791565.1513 |
| 5 | 19 | 61,843.04 | 28 | 0.763 | 1.148 | 47.2 | 71.0 | 1731605.021 |
| | | 2,360,327 | | | | **1630.4** | **2845.7** | 9911494135 42 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Cheshire 2017** | | | | | Growth Rate: | 2.08% | per year |
| 5 | 1 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 |
| 5 | 2 | 767,884.39 | 48 | 0.274 | 0.385 | 210.4 | 295.6 |
| 5 | 6 | 563,560.16 | 48 | 0.272 | 0.370 | 153.3 | 208.5 |
| 5 | 7 | 503,040.89 | 44 | 0.276 | 0.357 | 138.8 | 179.6 |
| 5 | 8 | 189,664.57 | 44 | 0.276 | 0.357 | 52.3 | 67.7 |
| 5 | 9 | 306,211.94 | 28 | 0.310 | 0.350 | 94.9 | 107.2 |
| 5 | 11 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 |
| 5 | 12 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 5 | 14 | 255,517.98 | 40 | 0.281 | 0.347 | 71.8 | 88.7 | | |
| 5 | 16 | 203,279.74 | 27 | 0.314 | 0.353 | 63.8 | 71.8 | | |
| 5 | 17 | 34,732.44 | 28 | 0.310 | 0.350 | 10.8 | 12.2 | | |
| 5 | 19 | 75,979.67 | 28 | 0.310 | 0.350 | 23.6 | 26.6 | | |
| | | 2,899,872 | | | | **819.8** | **1057.8** | | |
| **Cheshire 2025** | | | | | Growth Rate: | 2.08% | per year | | |
| 5 | 1 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 | | |
| 5 | 2 | 905,359.64 | 48 | 0.192 | 0.202 | 173.8 | 182.9 | | |
| 5 | 6 | 664,455.01 | 48 | 0.191 | 0.197 | 126.9 | 130.9 | | |
| 5 | 7 | 593,100.89 | 44 | 0.195 | 0.191 | 115.7 | 113.3 | | |
| 5 | 8 | 223,620.44 | 44 | 0.195 | 0.191 | 43.6 | 42.7 | | |
| 5 | 9 | 361,033.43 | 28 | 0.223 | 0.189 | 80.5 | 68.2 | | |
| 5 | 11 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 | | |
| 5 | 12 | 0.00 | 0 | 0.000 | 0.000 | 0.0 | 0.0 | | |
| 5 | 14 | 301,263.66 | 40 | 0.199 | 0.186 | 60.0 | 56.0 | | |
| 5 | 16 | 239,673.15 | 27 | 0.226 | 0.190 | 54.2 | 45.5 | | |
| 5 | 17 | 40,950.63 | 28 | 0.223 | 0.189 | 9.1 | 7.7 | | |
| 5 | 19 | 89,582.40 | 28 | 0.223 | 0.189 | 20.0 | 16.9 | | |
| | | 3,419,039 | | | | **683.7** | **664.3** | | |
| **Manchester 2002 (Total VMTs and Emissions)** | | | | | | | | | |
| 3 | 1 | 2,094,928.00 | 64 | 1.030 | 2.578 | 2157.8 | 5400.7 | 134,075,392.00 | 134075392 |
| 3 | 2 | 2,038,414.00 | 57 | 1.039 | 2.395 | 2117.9 | 4882.0 | 116,189,598.00 | 116189598 |
| 3 | 6 | 725,028.00 | 47 | 1.068 | 1.935 | 774.3 | 1402.9 | 34,076,316.00 | 34076316 |
| 3 | 7 | 1,497,576.00 | 42 | 1.094 | 1.870 | 1638.3 | 2800.5 | 62,898,192.00 | 62898192 |
| 3 | 8 | 464,091.00 | 42 | 1.094 | 1.870 | 507.7 | 867.9 | 19,491,822.00 | 19491822 |
| 3 | 9 | 693,608.00 | 28 | 1.225 | 1.867 | 849.7 | 1295.0 | 19,421,024.00 | 19421024 |
| 3 | 11 | 2,278,604.00 | 55 | 1.045 | 2.322 | 2381.1 | 5290.9 | 125,323,220.00 | 125323220 |
| 3 | 12 | 317,964.00 | 55 | 1.045 | 2.322 | 332.3 | 738.3 | 17,488,020.00 | 17488020 |
| 3 | 14 | 694,187.00 | 32 | 1.172 | 1.832 | 813.6 | 1271.8 | 22,213,984.00 | 22213984 |
| 3 | 16 | 1,080,175.00 | 30 | 1.199 | 1.843 | 1295.1 | 1990.8 | 32,405,250.00 | 32405250 |
| 3 | 17 | 347,823.00 | 28 | 1.225 | 1.867 | 426.1 | 649.4 | 9,739,044.00 | 9739044 |
| 3 | 19 | 436,426.00 | 28 | 1.225 | 1.867 | 534.6 | 814.8 | 12,219,928.00 | 12219928 |
| | | 12,668,824 | | | | 13828.6 | 27404.9 | 605,541,790.00 | 605541790 |

| **Manchester 2002 (Non modeled Portion)** | | | | | Growth Rate: | 2.13% | per year |
|---|---|---|---|---|---|---|---|
| 3 | 1 | 927,300.71 | 64 | 1.030 | 2.578 | 955.1 | 2390.6 |
| 3 | 2 | 902,285.30 | 57 | 1.039 | 2.395 | 937.5 | 2161.0 |
| 3 | 6 | 320,927.01 | 47 | 1.068 | 1.935 | 342.8 | 621.0 |
| 3 | 7 | 662,888.31 | 42 | 1.094 | 1.870 | 725.2 | 1239.6 |
| 3 | 8 | 205,425.63 | 42 | 1.094 | 1.870 | 224.7 | 384.1 |
| 3 | 9 | 307,019.23 | 28 | 1.225 | 1.867 | 376.1 | 573.2 |
| 3 | 11 | 1,008,603.21 | 55 | 1.045 | 2.322 | 1054.0 | 2342.0 |
| 3 | 12 | 140,743.85 | 55 | 1.045 | 2.322 | 147.1 | 326.8 |
| 3 | 14 | 307,275.52 | 32 | 1.172 | 1.832 | 360.1 | 562.9 |
| 3 | 16 | 478,129.58 | 30 | 1.199 | 1.843 | 573.3 | 881.2 |
| 3 | 17 | 153,960.67 | 28 | 1.225 | 1.867 | 188.6 | 287.4 |
| 3 | 19 | 193,179.97 | 28 | 1.225 | 1.867 | 236.6 | 360.7 |
| | | 5,607,739 | | | | **6121.1** | **12130.5** |

| **Manchester 2007 (Non modeled Portion)** | | | | | Growth Rate: | 2.13% | per year |
|---|---|---|---|---|---|---|---|
| 3 | 1 | 1,030,355.87 | 64 | 0.615 | 1.609 | 633.7 | 1657.8 |
| 3 | 2 | 1,002,560.39 | 57 | 0.620 | 1.477 | 621.6 | 1480.8 |
| 3 | 6 | 356,593.09 | 47 | 0.641 | 1.202 | 228.6 | 428.6 |
| 3 | 7 | 736,558.12 | 42 | 0.658 | 1.155 | 484.7 | 850.7 |
| 3 | 8 | 228,255.52 | 42 | 0.658 | 1.155 | 150.2 | 263.6 |
| 3 | 9 | 341,139.68 | 28 | 0.738 | 1.149 | 251.8 | 392.0 |
| 3 | 11 | 1,120,693.89 | 55 | 0.624 | 1.424 | 699.3 | 1595.9 |
| 3 | 12 | 156,385.36 | 55 | 0.624 | 1.424 | 97.6 | 222.7 |
| 3 | 14 | 341,424.46 | 32 | 0.706 | 1.126 | 241.0 | 384.4 |
| 3 | 16 | 531,266.30 | 30 | 0.722 | 1.133 | 383.6 | 601.9 |
| 3 | 17 | 171,071.02 | 28 | 0.738 | 1.149 | 126.3 | 196.6 |
| 3 | 19 | 214,648.95 | 28 | 0.738 | 1.149 | 158.4 | 246.6 |
| | | 6,230,953 | | | | **4076.6** | **8321.7** |

| **Manchester 2017 (Non modeled Portion)** | | | | | Growth Rate: | 2.13% | per year |
|---|---|---|---|---|---|---|---|
| 3 | 1 | 1,272,098.00 | 64 | 0.261 | 0.479 | 332.0 | 609.3 |
| 3 | 2 | 1,237,781.14 | 57 | 0.261 | 0.443 | 323.1 | 548.3 |
| 3 | 6 | 440,256.98 | 47 | 0.264 | 0.369 | 116.2 | 162.5 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 3 | 7 | 909,369.41 | 42 | 0.270 | 0.354 | 245.5 | 321.9 |
| 3 | 8 | 281,808.84 | 42 | 0.270 | 0.354 | 76.1 | 99.8 |
| 3 | 9 | 421,177.89 | 28 | 0.300 | 0.352 | 126.4 | 148.3 |
| 3 | 11 | 1,383,631.13 | 55 | 0.261 | 0.428 | 361.1 | 592.2 |
| 3 | 12 | 193,076.50 | 55 | 0.261 | 0.428 | 50.4 | 82.6 |
| 3 | 14 | 421,529.47 | 32 | 0.288 | 0.345 | 121.4 | 145.4 |
| 3 | 16 | 655,912.02 | 30 | 0.294 | 0.347 | 192.8 | 227.6 |
| 3 | 17 | 211,207.71 | 28 | 0.300 | 0.352 | 63.4 | 74.3 |
| 3 | 19 | 265,009.89 | 28 | 0.300 | 0.352 | 79.5 | 93.3 |
| | | 7,692,859 | | | | **2087.9** | **3105.5** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Manchester 2025 (Non modeled Portion)** | | | | | Growth Rate: | 2.13% | per year |
| 3 | 1 | 1,505,730.42 | 64 | 0.184 | 0.244 | 277.1 | 367.4 |
| 3 | 2 | 1,465,110.96 | 57 | 0.183 | 0.228 | 268.1 | 334.0 |
| 3 | 6 | 521,114.19 | 47 | 0.185 | 0.197 | 96.4 | 102.7 |
| 3 | 7 | 1,076,383.41 | 42 | 0.190 | 0.190 | 204.5 | 204.5 |
| 3 | 8 | 333,565.61 | 42 | 0.190 | 0.190 | 63.4 | 63.4 |
| 3 | 9 | 498,531.05 | 28 | 0.216 | 0.190 | 107.7 | 94.7 |
| 3 | 11 | 1,637,747.63 | 55 | 0.183 | 0.222 | 299.7 | 363.6 |
| 3 | 12 | 228,536.76 | 55 | 0.183 | 0.222 | 41.8 | 50.7 |
| 3 | 14 | 498,947.21 | 32 | 0.205 | 0.186 | 102.3 | 92.8 |
| 3 | 16 | 776,376.26 | 30 | 0.210 | 0.187 | 163.0 | 145.2 |
| 3 | 17 | 249,997.93 | 28 | 0.216 | 0.190 | 54.0 | 47.5 |
| 3 | 19 | 313,681.38 | 28 | 0.216 | 0.190 | 67.8 | 59.6 |
| | | 9,105,723 | | | | **1745.8** | **1926.1** |

**GROWTH RATES BY NON ATTAINMENT REGION USING PERMANENT TRAFFIC RECORDER DATA**

| NON ATTAINMENT | St.No. | | County | Functional Class | Route | AADT 1970 | AADT 2003 | Growth 1970-2003 | Average Rate | AADT 2025 | Growth Rate | Average Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BELKNAP | 11001 | Alton | Belknap | 6 | NH11 | 1945 | 5718 | 3.32% | | 9100 | 2.13% | |
| BELKNAP | 39001 | Belmont | Belknap | 7 | NH106 | 3254 | 12658 | 4.20% | | 20000 | 2.10% | |
| BELKNAP | 295022 | Meredith | Belknap | 6 | NH104 | 3530 | 12116 | 3.81% | | 19300 | 2.14% | |
| BELKNAP | 295090 | Meredith | Belknap | 1 | I-93 | 7905 | 24429 | 3.48% | | 39800 | 2.24% | |
| BELKNAP | 451001 | Tilton | Belknap | 1 | I93 | 8907 | 27682 | 3.50% | | 45100 | 2.24% | |
| | | | | | | | | | **3.66%** | | | **2.17%** |
| CHESHIRE | 87021 | Chesterfield | Cheshire | 2 | NH 9 | 5064 | 11988 | 2.65% | | 18500 | 1.99% | |
| CHESHIRE | 287001 | Marlboro | Cheshire | 6 | NH12 | 4801 | 9689 | 2.15% | | 15400 | 2.13% | |
| CHESHIRE | 479001 | Westmoreland | Cheshire | 6 | NH 12 | 3486 | 6671 | 1.99% | | 10600 | 2.13% | |
| | | | | | | | | | **2.26%** | | | **2.08%** |
| SULLIVAN | 91001 | Claremont | Sullivan | 2 | NH12/103 | 4347 | 9272 | 2.32% | | 14300 | 1.99% | |
| SULLIVAN | 339001 | Newport | Sullivan | 7 | NH10 | 1531 | 3802 | 2.79% | | 6000 | 2.10% | |
| | | | | | | | | | **2.56%** | | | **2.04%** |
| MARGINAL | 99092 | Concord | Merrimack | 11 | I93 | 18101 | 72710 | 4.30% | | 117000 | 2.19% | |
| MARGINAL | 217001 | Hillsborough | Hillsborough | 6 | NH9 | 2678 | 5511 | 2.21% | | 8700 | 2.10% | |
| MARGINAL | 285002 | Manchester | Hillsborough | 11 | I293&FEE | 24482 | 46854 | 1.99% | | 75400 | 2.19% | |
| MARGINAL | 285091 | Manchester | Hillsborough | 11 | I293&NH101 | 31034 | 92030 | 3.35% | | 148700 | 2.20% | |
| MARGINAL | 445001 | Temple | Hillsborough | 2 | NH101 | 3265 | 8030 | 2.76% | | 12400 | 1.99% | |
| MARGINAL | 15001 | Andover | Merrimack | 2 | US4 | 2448 | 5363 | 2.40% | | 8300 | 2.00% | |
| MARGINAL | 89001 | Chichester | Merrimack | 6 | NH28 | 3690 | 13845 | 4.09% | | 22000 | 2.13% | |
| MARGINAL | 89002 | Chichester | Merrimack | 6 | US4/NH9 | 5428 | 18000 | 3.70% | | 28600 | 2.13% | |
| MARGINAL | 99091 | Concord | Merrimack | 11 | I93 | 14319 | 43868 | 3.45% | | 70600 | 2.19% | |
| MARGINAL | 225001 | Hooksett | Merrimack | 6 | US3 | 8378 | 16066 | 1.99% | | 25500 | 2.12% | |
| MARGINAL | 227001 | Hopkinton | Merrimack | 1 | I89 | 10638 | 36158 | 3.78% | | 59000 | 2.25% | |
| MARGINAL | 321001 | Newbury | Merrimack | 7 | NH103 | 2036 | 4672 | 2.55% | | 7400 | 2.11% | |
| MARGINAL | 23001 | Auburn | Rockingham | 7 | NH28BYP | 2462 | 6791 | 3.12% | | 10700 | 2.09% | |
| MARGINAL | 85001 | Chester | Rockingham | 7 | NH102 | 2202 | 5734 | 2.94% | | 9000 | 2.07% | |
| | | | | | | | | | **3.05%** | | | **2.13%** |
| SEACOAST | 153001 | Exeter | Rockingham | 2 | NH51 | 5149 | | | | | | |
| SEACOAST | 197090 | Hampton | Rockingham | 1 | I95 | 20380 | 63134 | 3.49% | | 102900 | 2.25% | |
| SEACOAST | 197002 | Hampton | Rockingham | 6 | NH1A | 7158 | 10323 | 1.12% | | 16400 | 2.13% | |
| SEACOAST | 331001 | Newington | Rockingham | 12 | US4&NH16 | 18700 | 70642 | 4.11% | | 118700 | 2.39% | |
| SEACOAST | 431001 | Stratham | Rockingham | 6 | NH101 | 8463 | 22459 | 3.00% | | 35700 | 2.13% | |
| SEACOAST | 345001 | N.Hampton | Rockingham | 6 | US1 | 9163 | 17903 | 2.05% | | 28500 | 2.14% | |
| SEACOAST | 125090 | Dover | Strafford | 12 | SPD.TPK | 7060 | 39109 | 5.32% | | 65700 | 2.39% | |
| SEACOAST | 125001 | Dover | Strafford | 14 | NH16 | 7521 | 12901 | 1.65% | | 20400 | 2.10% | |
| SEACOAST | 255001 | Lee | Strafford | 6 | NH125 | 3984 | 14439 | 3.98% | | 23000 | 2.14% | |
| SEACOAST | 307001 | Milton | Strafford | 2 | NH16 | 3230 | 9772 | 3.41% | | 15000 | 1.97% | |
| SEACOAST | 389090 | Rochester | Strafford | 12 | SPD.TPK | 4725 | 24907 | 5.17% | | 41800 | 2.38% | |
| | | | | | | | | | **3.33%** | | | **2.20%** |
| SOUTHERN NH | 13002 | Amherst | Hillsborough | 2 | NH101 | 6797 | 15800 | 2.59% | | 24300 | 1.98% | |
| SOUTHERN NH | 63001 | Brookline | Hillsborough | 2 | NH13 | 2227 | 8975 | 4.31% | | 13800 | 1.97% | |
| SOUTHERN NH | 229001 | Hudson | Hillsborough | 6 | NH111 | 4737 | 15001 | 3.55% | | 23900 | 2.14% | |
| SOUTHERN NH | 297001 | Merrimack | Hillsborough | 6 | US3 | 6579 | 13716 | 2.25% | | 21800 | 2.13% | |
| SOUTHERN NH | 303001 | Milford | Hillsborough | 14 | NH101A | 8521 | 31198 | 4.01% | | 49300 | 2.10% | |
| SOUTHERN NH | 399090 | Salem | Rockingham | 11 | I93 | 29555 | 112479 | 4.13% | | 166500 | 1.80% | |
| SOUTHERN NH | 489002 | Windham | Rockingham | 1 | I93 | 16830 | 72888 | 4.54% | | 118800 | 2.25% | |
| SOUTHERN NH | 489001 | Windham | Rockingham | 7 | NH28 | 3734 | 12299 | 3.68% | | 19400 | 2.09% | |
| | | | | | | | | | **3.63%** | | | **2.06%** |

# Appendix A
# Budgets for all analysis years for Seacoast and Southern non-attainment regions

The mobile source emission budgets for the Seacoast Serious (Portsmouth-Dover-Rochester nonattainment area) and Southern Serious (NH Portion of the Boston-Lawrence-Worchester nonattainment area) ozone non-attainment areas shown below were submitted to EPA in the 2003 Attainment Demonstration State Implementation Plan by NH DES. The Seacoast 2003 budget was deemed adequate for use in conformity determinations by EPA on August 19, 1998. The 2007 budget for the Southern area was approved by EPA December 6, 2002 (effective date January 6, 2003)

| Southern 2007 budgets: | |
|---|---|
| 10.72 tons/day VOC | (9,725 kg/day) |
| 21.37 tons/day NOx | (19,386 kg/day) |

| Seacoast 2003 budgets: | |
|---|---|
| 6.97 tons/day VOC | (6,323 kg/day) |
| 13.68 tons/day NOx | (12,410 kg/day) |

The carbon monoxide budgets for the Manchester and Nashua CO maintenance areas are 55.83 and 60.13 tons per day respectively. These budgets were submitted to EPA on February 8, 1999 in New Hampshire's redesignation request for these cities. EPA deemed these budgets adequate in a letter dated March 15, 2000.

**Appendix B**
**NRPC Report**

## INTRODUCTION

As mandated by the Clean Air Act Amendments of 1990 (CAAA) and the Transportation Equity Act for the 21st Century (TEA 21), Transportation Improvement Programs and Long Range Transportation Plans in areas not in attainment with National Ambient Air Quality Standards (NAAQS) must be found to conform to the State Implementation Plan (SIP). The Nashua Regional Planning Commission (NRPC) area, with the exception of Lyndeborough, is part of New Hampshire's Southern Serious ozone non-attainment area. New Hampshire's SIP establishes mobile source emission budgets for ozone precursors [volatile organic compounds (VOCs) and nitrogen oxides (NOx)] in the State's serious non-attainment areas. The CAAA requires a demonstration of conformity to these budgets as part of the transportation planning process. A summary of the results of this analysis can be found in Table 19.

Lyndeborough is included in the Manchester Marginal ozone non-attainment area. The conformity test in this marginal non-attainment area consists of a demonstration that the emissions resulting from implementation of the proposed transportation plan are less than the established base year which, for the one hour ozone standard, is 1990. A summary of the results of this analysis can be found in Table 20.

In addition to the region being in non-attainment for ground level ozone, the City of Nashua was designated non-attainment for carbon monoxide (CO) standards in the 1980s. The City demonstrated attainment with the standard in the mid-1990s and now must continue to comply with an established maintenance plan. The plan contains a mobile source emission budget for CO and a demonstration of conformity to this budget must be made. A summary of the results of this analysis can be found in Table 21.

The air quality analysis is conducted by using the traffic data and speed outputs of the NRPC traffic model. The NRPC traffic model includes all twelve communities within the planning region and is calibrated to replicate existing traffic conditions. The outputs from the model are inserted into a spreadsheet containing emission factors generated by the New Hampshire Department of Environmental Services using the most recent version of the Environmental Protection Agency's mobile source emissions model which is MOBILE 6.2. Summertime conditions are used for the ozone analysis, when this pollutant reaches its peak generation. For carbon monoxide, wintertime conditions represent the annual peak.

A regional land use growth analysis for the NRPC area has been conducted through 2025. Interim year land use forecasts are based on an interpolation of the 2025 projections. Analysis years for ozone are 2007, 2017 and 2025. The analysis years for carbon monoxide are 2010, 2017 and 2025. The final analysis year represents the long-range planning horizon for the NRPC Transportation Plan.

The NHDOT will integrate the analysis results from other regions with those from the NRPC area to produce a final finding of air quality conformity for the Southern NH Serious Ozone Non-Attainment Area and Manchester Marginal Non-Attainment Area. The analysis will determine whether the critical test of conformity is met for each analysis year.

**TABLE 1: ANALYSIS YEARS**

| Ozone Non-Attainment Area | Classification | Analysis Year |
|---|---|---|
| **Southern NH** | | |
| Amherst, Brookline, Hollis, Hudson, Litchfield, Merrimack, Milford, Mont Vernon, Nashua, Pelham, Wilton | Serious | 2007, 2017, 2025 |
| **Manchester/Central NH** | | |
| Lyndeborough | Marginal | 1990, 2007, 2017, 2025 |
| CO Non-Attainment Area | Classification | |
| Nashua | Maintenance | 2010, 2017, 2025 |

## PROJECT LISTING FOR AIR QUALITY ANALYSIS

The next step was to determine the list of transportation projects subject to air quality analysis and the projected year in which the projects will come on line. Table 2 lists projects that are exempt from the air quality conformity process. Table 3 lists projects that are not exempt from the air quality conformity process. Exempt and not exempt projects are defined in the following manner:

Exempt - The project falls into one or more of the defined exempt categories shown in Table 32 and is determined to have either little or no impact upon air emissions, or has beneficial air quality impacts.

Not Exempt - The project is determined to have an impact upon air quality. The project must therefore be included in the future build scenario. Not Exempt projects that have received all necessary approvals from State and Federal agencies are included in future baseline scenarios.

**TABLE 2: AIR QUALITY CONFORMITY DETERMINATION**
**EXEMPT PROJECT LIST**

| Project Number | Community | Route/Facility | Project Description | Exempt Code |
|---|---|---|---|---|
| None | Amherst | Caldwell Dr. | Reconstruct crossing & signals @ B&M RR | E-8 |
| 04-25TE | Hudson | Hudson Center | Relocate Train Depot | E-28 |
| 13894 | Hudson | NH 102 | Construct sidewalks and bike lanes 4,000' between Evergreen and Megan | E-33 |
| 13100 | Hudson | NH 3A | Construct sidewalks from Birch to Central St | E-33 |
| 13743 | Hudson | NH 102 | West Road / Robinson Rd intersection. Widen for turn lanes, signals, truck lane | E-51 |
| 13353 | Hudson | Melendy Rd. | Bridge Rehab over First Brk. | E-19 |
| 13354 | Hudson | County Rd. | Bridge Rehab over Second Brk. | E-19 |
| 13337 | Hudson-Londonderry | NH 102 | Level & 1" overlay from Nh3A-Buttrick Rd. in Londonderry | E-10 |
| 12802 | Lyndborough | Old Temple Rd. | Replace bridges over Stony Brook | E-19 |
| 14251 | Lyndeborough | Gulf Rd. | Replace Bridges over Stony Brook | E-19 |
| 04-36TE | Merrimack | DW Highway | Town Center sidewalk project | E-33 |
| 12105 | Merrimack | FEE Turnpike | Bridge Rehab over Souhegan River | E-19 |
| 13923 | Merrimack | McGraw Bridge Rd. | Bridge Replacement over Baboosic Brk | E-51 |
| 14091 | Merrimack | Bedford Rd. | Bridge Replacement over Baboosic Brk | E-51 |
| 13320 | Merrimack-Bedford | US 3 | repave / reconstruct from Bedford Rd. north approximately 4.1 miles. | E-10 |
| 13964 | Merrimack-Nashua | Manchester St. | Bridge replacement over Pennichuck Reservoir | E-19 |
| 5303-MP-2 | Metro Planning | Nashua | Nashua MPO Transit Planning | E-36 |

**TABLE 2: AIR QUALITY CONFORMITY DETERMINATION**
**EXEMPT PROJECT LIST (CONT.)**

| Project Number | Community | Route/Facility | Project Description | Exempt Code |
|---|---|---|---|---|
| 085-MP-2 | Metro Planning | Metro Planning | | E-36 |
| None | Milford | Union St. | Reconstruct signal & crossings @ B&M RR USDOT AAR #884-288R | E-1 |
| None | Milford | NH 101A & NH 13 | Improvements @ "Oval" based on ongoing traffic studies | E-10 |
| 14078 | Milford | South St. | Reconstruct crossing, approaches & signals @ B&M RR USDOT AAR #884-286C | E-1 |
| 10136 | Milford to Nashua | NH 101A | Roadway improvements from NH 101 to FEE Turnpike (7.5 miles). Construction projects to be determined by corridor study | E-53 |
| None | Nashua | Main St. | Reconstruction from Hollis St to Orchard Ave (1.09 miles) | N/A |
| None | Nashua | Boire Field | Various capital improvements, runway rehab, etc. | N/A |
| None | Nashua | Transit | Preventative Maintenance | E-21 |
| None | Nashua | Transit | Jobs access reverse commute (JARC) funds | E-21 |
| None | Nashua | Transit | Non-revenue vehicles | E-22 |
| None | Nashua | Transit | Capital equipment | E-24 |
| None | Nashua | Transit | Bus garage | E-31 |
| 13931 | Nashua | NH 130 | Broad St reconstruction from Coburn Ave to Coliseum Ave. | E-53 |
| 14189 | Nashua-Merrimack | US 3 | Pavement Rehab & safety work from Henri Burque Hwy north to Greeley St | E-10 |
| 13931 | Nashua | Broad St. | Reconstruct west segment from Turnpike to Hollis line | E-53 |
| None | Nashua to Concord | Turnpike | Turnpike resurfacing 2005-2007 | E-53 |
| 14231 | Nashua to Concord | Turnpike | Install emergency reference markers from Mass S/L to Exit 14 | E-44 |
| 12270 | Statewide | | Remote sensing applications for NH archeology (94-05TE) | E-38 |
| 13813 | Pelham | Tallant Rd. | Bridge Replacement over Beaver Brook. | E-19 |
| 13805 | Pelham-Windham | Castlehill Rd. | Bridge replacement over Beaver Brook. | E-19 |
| 13906 | Wilton | Town Center | Construct sidewalks in Town Center | E-33 |

**TABLE 3: AIR QUALITY CONFORMITY DETERMINATION**
**NOT EXEMPT PROJECT LIST**

| Opening Analysis Year | Construct FY | Scenario Baseline Build) | Community | Route/ Facility | Project Description | ncluded n Mode | Project No. |
|---|---|---|---|---|---|---|---|
| 2007 | 2006 | Build | Hudson | NH 102 | Reconstruct from Highland St to McDonald's on NH 102, extend sidewalks both sides of NH 102 | Yes | 12460 |
| 2017 | 2014 | Build | Hudson | Circumferential Highway | Construct bridges (5): Old Derry Rd., Barrets Hill Rd., Glover Brook | Yes | 10625Q |
| 2017 | 2014 | Build | Hudson | Circumferential Highway | Construct mainline & ramps: NH 102 to NH 111 and roadway @ NH 111 | Yes | 10625R |
| 2017 | 2011 | Build | Litchfield | Albuquerque | Construct 0.3 mile segment from April Dr to NH 3A including intersection @ NH3A | Yes | None |
| 2017 | 2014 | Build | Litchfield | Circumferential Highway | NH3A Construct Industrial Dr. of NH3A | Yes | 10625T |
| 2017 | 2004 | na | Litchfield – Hudson | Circumferential Highway | Demo 2 buildings | na | 10625D |
| 2017 | 2014 | Build | Litchfield – Hudson | Circumferential Highway | Construct mainline, ramps, toll booth, NH 3A improvements | Yes | 10625K |
| 2017 | 2014 | Build | Litchfield – Hudson | Circumferential Highway | Construct mainline & ramps from NH 3A to NH 102 | Yes | 10625P |
| 2017 | 2014 | Build | Litchfield – Nashua | Circumferential Highway | Construct northern river crossing over Merrimack River | Yes | 10625H |
| 2017 | 2014 | Build | Merrimack – Nashua | Circumferential Highway | Construct bridges (4), mainline & ramps over Pennichuck Brook | Yes | 10625I |
| 2017 | 2014 | Build | Nashua – Merrimack | Circumferential Highway | Construct mainline, ramps, US 3 roadway improvements & ramps (2) | Yes | 10625L |
| 2017 | 2014 | Build | Merrimack – Nashua | Circumferential Highway | Construct for NHCH & FEE Turnpike: Mainline, ramps & bridges (5) @ Exit 9 interchange | Yes | 10625M |
| 2017 | 2014 | Build | Merrimack | Circumferential Highway | Construct mainline, US 3 to Exit 9 and bridges (2), widen Fee Tpke. | Yes | 10625N, 10625U |
| 2017 | 2012 | Build | Merrimack | FEE Turnpike / US 3 | Park'n'Ride, 250 spaces — intermodal facility near RR facility | Yes | 12259 |
| 2017 | 2014 | Build | Merrimack | US3 | Capacity improvements to improve traffic flow @ intersections as identified in recent studies by Town of Merr. | Yes | none |
| 2017 | 2014 | Build | Merrimack-Bedford | FEE Tpke | Widen Tpke. To 3-lane typical b / t Exit 11 to Bedford Toll Plaza | Yes | 13761 |
| 2017 | 2014 | Build | Nashua | FEE Tpke | New SB off Ramp @ Exit 36 to connect w / Pheasant Lane Mall | Yes | none |
| 2017 | 2013 | Build | Nashua | E. Hollis St. | Reconstruct from Main St. to Hudson T / L to improve capacity | Yes | none |
| 2010 | 2008 | Build | Nashua | NH101A | Widen from Celina Ave. to Amherst St. Mall to 7 lanes | Yes | 10136A |
| 2010 | 2009 | Build | Nashua | Broad Street Parkway | Demolition, construction, landscaping, etc. | Yes | 10040A, G,H,I,J-N,P,S-V |

**TABLE 3: AIR QUALITY CONFORMITY DETERMINATION NOT EXEMPT PROJECT LIST (CONT.)**

| Opening Analysis Year | Construc FY | Scenario (Baseline Build) | Community | Route/ Facility | Project Description | ncludec n Mode | Project No. |
|---|---|---|---|---|---|---|---|
| 2007 | 2006 | Build | Nashua | FEE Turnpike | Construct 1,000-space Park'n'Ride near B&M RR with rail platform. Facility will be used for carpool, vanpool and passenger rail modes. | Yes | 13117 (98-13CM) |
| 2007 | 2005 | Build | Nashua | DW Hwy | Optimization of 20 traffic signals (98-12CM). | Yes | 13130 |
| 2010 | 2008 | Build | Nashua | Various | Traffic signals, expand closed loop system to include additional 30 intersections | Off model | 04-30CM |
| 2007 | 2006 | Build | Nashua | Transit | Extend hours of operation of bus service. Project to be implemented after 2003 analysis year. No A/Q credits taken for 2010, 2017 & 25 analysis years b/c project will continue after first 3 years only if warranted by ridership levels. | Yes | 13513 |
| 2010 | 2007 | Build | Nashua | Commuter Rail | Commuter rail extension (00-12CM, 02-22CM) | Off model | 13514, 13875, 68000 |
| 2012 | 2012 | Build | Nashua-Hudson | Circumferential Highway | Design north segment between NH 111 & FEE Turnpike — Phases 1, 2 & 3 | Yes | 10644 |

## TRAFFIC MODEL ASSUMPTIONS

The NRPC Transportation Model has been updated and now uses the TRANSCAD software. The TRANSCAD model network is comprised of roadway segments represented in a link file. Many new links have been added to the model network to reflect the improved capability of the new software. In order to remain consistent with previous rounds of conformity, however, only those links that were in the old model were activated for this analysis. Future conformity analysis will include all links in the new model.

In conducting the traffic model analysis, speed is a critical element because there is a specific emission factor (measured in grams per vehicle mile) associated with each speed for each emission type. The traffic model assigns an average congested speed* to each link on the transportation network. Each link is then assigned an emission factor** based on that speed. The emission factor is multiplied by the Vehicle Miles Traveled (VMT)*** for each link to determine the total volume of emissions per day**** for that link.

*Congested speed is a model output that represents a peak period condition along the highway link.
**Emission factors are provided by the NH Department of Environmental Services.
***VMT's are calculated by multiplying the link distance by the daily traffic volumes.
****Converted to kilograms per day.

## OTHER ASSUMPTIONS

Most of the non-exempt highway projects are analyzed by coding them into the NRPC traffic model. Several, however, are added as off-model adjustments to the air quality analysis spreadsheet. A description of the manner in which projects were analyzed is provided on the following pages.

## PROJECTS INCLUDED IN THE NRPC TRAFFIC MODEL:

**Analysis Year 2007**

**Albuquerque Avenue** Construct 0.3 mile segment from April Drive to NH 3A including intersection at NH 3A..

**Daniel Webster Highway Mitigation Project, Nashua (Project #98-12CM)** The road element consists of making optimization improvements to 20 signalized intersections. It was assumed that a 3-mph increase in average vehicle speed would result along Daniel Webster Highway between Graham Drive and the state line and along Spit Brook Road from Daniel Webster Highway to west of Tara Blvd. The assumed speed increase results primarily from the optimization of traffic signals in the area.

**NH 102 Widening, Hudson (Project # 12460)** Although the number of through traffic lanes will remain the same along the corridor, the extension of the three-lane cross-section (center turn lane) is reflected in the traffic model by increasing the capacity of the through lanes by about 20%.

**NH101A Capacity Improvements:** Segment of NH101A in Nashua from Celina Ave to Somerset Parkway becomes a 7-lane cross-section. Model will reflect increased capacity.

**Commuter Rail Station – Spit Brook Rd (Project # 8-13CM):** Addition of a commuter rail station off East Spit Brook Rd in South Nashua. Model will reflect an increase in trip attractions in the proper zone.

**Analysis Year 2010**

**Broad Street Parkway:** 2-lane access controlled road connecting West Hollis St to Broad St, providing another east-west connection between downtown Nashua and the Everett Turnpike Includes a connection to the Millyard near the Pine St Extension and an intersection with Franklin St. Also involves reconfiguring Temple, Pearl and Factory Streets to 2-way traffic, and realigning the Hellenic Circle into a typical grid pattern. Speed set at 35 mph

**Analysis Year 2017**

**Albuquerque Avenue completion:** Missing segments of Albuquerque Ave to be completed, connecting to NH Route 3A in northern section, and to Hillcrest in the central section.

**Everett Turnpike Widening:** Everett Turnpike to be widened to 3 lanes in either direction north of Exit 11.

**Commuter Rail Stations – Downtown Nashua and North Merrimack:** Addition of commuter rail stations off East Spit Brook Rd in South Nashua and off US Route 3 in extreme Northeast Merrimack (Project #12259). Model will reflect an increase in trip attractions in the proper zones.

**Hudson intersection improvements:** Speeds approaching these intersections in Hudson will be increased to portray improved flow:

-Greeley St / Kimball Hill Rd / NH 111
-Chase St / NH 111
-Lowell Rd / County Rd
-County Rd / Belknap Rd

**Litchfield Industrial Dr:** 2-lane access controlled road connecting south end of Albuquerque Ave to NH Route 3A near the proposed interchange with the Circumferential Highway. Speed to be set at 35 mph.

**US3-Exit 36:** Addition of southbound off-ramp to Exit 36 just across the Massachusetts State line to provide southbound access from the Everett Turnpike to the Pheasant Lane Mall.

**Hollis 4-Corners Intersection Improvements:** Addition of turn lanes at the signalized intersection of NH Route 122 and NH Route 130

**Analysis Year 2025**

**Circumferential Highway:** Completion of north partial build, a 4-lane access controlled highway connecting NH Route 111 in Hudson to a new Exit 9 on the FEE Turnpike in Merrimack. Includes interchanges with NH Route 102, NH Route 3A and US Route 3. Tolls to be included on westbound ramps. Speed on mainline to be set at 55 mph

**FEE Turnpike Widening:** FEE Turnpike to be widened to 3 lanes in either direction between Exits 8 and 11

**NH Route 101 Reconstruction:** Widening of Route 101 between west end of bypass and Bedford town line to 4 lane access controlled highway. Also includes new section of bypass (2-lane) to run behind Elm St and end near Wilton-Milford line. Speed set at 55 mph

## OFF-MODEL ADJUSTMENTS:

**Commuter Rail Project**
**Nashua, NH to Lowell, MA**
**(Project # 00-12CM)**

This project entails the introduction of commuter rail service in the vicinity of the FEE Turnpike / Daniel Webster Exit 1 interchange (South Nashua) in the year 2007, and downtown Nashua in 2025. The commuter rail system will be extended to the vicinity of the Daniel Webster Highway / F.E.E. Turnpike Exit 12 interchange in Merrimack by the year 2025[1].

1. **Turnpike/Daniel Webster Exit 1 Station:** The distance between the Massachusetts State Line and this station is approximately 1 mile. According to the Major Investment Study (MIS) for the Nashua Passenger Rail Service, approximately 926 daily riders will use the proposed station. Of these, the number of ***diverted*** car trips to the South Nashua station would be 475. Diverted trips are the number of cars no longer traveling to Lowell to use the train. Instead, these cars will be driven to the station stop in Nashua. The number of ***new*** trips to the South Nashua station would be 451. New trips are the number of cars that will no longer travel all the way to Boston. Instead, these cars will be driven to the station stop in Nashua, where the occupants will become 'new' train riders. For both diverted and new trips, the vehicle miles saved per trip are equal to the round trip distance (2 miles) from the proposed South Nashua station location to the New Hampshire / Massachusetts boarder. These vehicles no longer will be driven all the way to the boarder and beyond. The vehicle trips (VMTs) added by commuters travelling to the South Nashua station are accounted for in the NRPC traffic model. The service is scheduled to begin in 2007.

**Calculate vehicle trips saved:**

Based on the MBTA growth rates for commuter rail, the expected ridership increase will be approximately 5% per year. This figure is about the same as the ridership growth rate indicated in the Lowell to Nashua Commuter Rail Extension Project Draft Environmental Assessment. To determine the number of vehicle trips saved for each analysis year the following formula was used:

# of Trips = $(1.05^{y} \times 926)$
where 1.05 = 5% growth rate per year
Y = number of years into future from 2007

**TABLE 4: # OF TRIPS TO SOUTH NASHUA COMMUTER RAIL STATIONSTATION**

| Analysis Year | Formula | # of Trips |
|---|---|---|
| 2007 | Given in MIS | 926 |
| 2010 | $(1.05^{3} \times 926)$ | 1,072 |
| 2017 | $(1.05^{10} \times 926)$ | 1,508 |
| 2025 | $(1.05^{18} \times 926)$ | 2,229 |

**Calculate VMT saved:**

[1] Assumptions are taken from Major Investment Study for Nashua Passenger Rail Service, October 1999, NRPC

- It is assumed that the VMT saved when commuters in South Nashua drive to the rail station rather than into Massachusetts is 2 miles (round trip).
- Vehicle occupancy is assumed to be 1.2 people per car.

**TABLE 5: VMT SAVED**
**SOUTH NASHUA COMMUTER RAIL STATION**

| Analysis Year | # of Trips | Formula | VMT's Saved |
|---|---|---|---|
| 2007 | 926 | (926 / 1.2) x 2 | 1,543 |
| 2010 | 1,072 | (1,072 / 1.2) x 2 | 1,787 |
| 2017 | 1,508 | (1,508 / 1.2 ) x 2 | 2,513 |
| 2025 | 2,229 | (2,229 / 1.2) x 2 | 3,715 |

**Calculate Emissions Reductions Due to VMT Saved:**

- It is assumed that these vehicles average 60.7 mph. Emission factor (cars only) provided by NHDES.
- Emissions reduction is calculated using this formula:

Emissions reduced = (VMT saved x emission factor) / 1000 = kg/ day

**TABLE 6: VEHICLE EMISSIONS REDUCED**
**SOUTH NASHUA COMMUTER RAIL STATION**

| | | | Emission Factor | | | Car Emissions Reduced | | |
|---|---|---|---|---|---|---|---|---|
| Analysis Year | Speed | VMT | HC | CO | NOX | HC Kg/day | CO Kg/day | NOX Kg/day |
| 2007 | 60.7 | 1,543 | .608 | na | .737 | .938 | na | 1.137 |
| 2010 | 60.7 | 1,787 | na | 16.722 | na | na | 29.88 | na |
| 2017 | 60.7 | 2,513 | .240 | 12.959 | .233 | .603 | 32.57 | .586 |
| 2025 | 60.7 | 3,715 | .166 | 11.872 | .145 | .617 | 44.10 | .539 |

**Calculate Train Miles Added Due to Rail to South Nashua station:**

- Train miles added in New Hampshire = 8 round trips x 1.6 miles in NH = 12.8 miles
- Locomotive emission factors come from Table 9 of document **EPA420-F-97-051.**
- The Central Transportation Planning staff of the Boston Metropolitan Planning Organization (www.ctps.org/bostonmpo) uses **3 gallons per mile** for the amount of fuel used by a locomotive pulling a 6-car commuter train.

**Calculate Emissions Added by Locomotive:**

**TABLE 7: CALCULATE LOCOMOTIVE EMISSIONS**

| Locomotive Emission Factors (grams per gallon) | HC Gms/gal | CO Gms/gal | NOX Gms/gal |
|---|---|---|---|
| 2007 | 9.8 | 27.4 | 177.0 |
| 2010 | 9.1 | 27.4 | 163.0 |
| 2017 | 8.3 | 27.4 | 146.5 |
| 2025 | 7.4 | 27.4 | 130.7 |
| Locomotive Emission 's: grams per train mile (grms/gal x gal/mile) | HC Gm/mile | CO Gm/mile | NOX Gm/mile |
| 2007 | 29.4 | 82.2 | 531 |
| 2010 | 27.3 | 82.2 | 489 |
| 2017 | 24.9 | 82.2 | 439.5 |
| 2025 | 22.2 | 82.2 | 392.1 |

To determine the emissions from the locomotive for each analysis year the following formula was used:

(Emissions factor in grams per train mile x 12.8 train miles) / 1,000 = Emissions (kg/day)

**TABLE 8: LOCOMOTIVE EMISSIONS/S. NASHUA STATION**

| Year | HC (kg / day) | CO (kg / day) | NOX (kg / day) |
|---|---|---|---|
| 2007 | .376 kg / day | 1.052 kg / day | 6.797 kg / day |
| 2010 | .349 kg / day | 1.052 kg / day | 6.260 kg / day |
| 2017 | .319 kg / day | 1.052 kg / day | 5.626 kg / day |
| 2025 | .284 kg / day | 1.052 kg / day | 5.019 kg / day |

**TABLE 9: SUMMARY OF CALCULATIONS @ SOUTH NASHUA STATION**

| | Emissions REDUCED due to reduced vehicle VMT (kg/day) | | | Emissions ADDED due to train (kg/day) | | | Net Emissions reductions or increase (+) due to rail project (kg/day) | | |
|---|---|---|---|---|---|---|---|---|---|
| **YEAR** | **HC** | **CO** | **NOX** | **HC** | **CO** | **NOX** | **HC** | **CO** | **NOX** |
| **2007** | .938 | na | 1.137 | 0.376 | na | 6.797 | .562 | na | + 5.66 |
| **2010** | na | 29.88 | na | Na | 1.052 | Na | Na | 28.83 | Na |
| **2017** | .603 | 32.57 | .586 | 0.319 | 1.052 | 5.626 | .284 | 31.52 | + 5.04 |
| **2025** | .617 | 44.10 | .539 | 0.284 | 1.052 | 5.019 | .333 | 43.05 | + 4.48 |

2. **NASHUA DOWNTOWN STATION:** The commuter rail line will be extended to downtown Nashua in 2025. The distance between the Massachusetts State Line and Exit 5 on the Everett Turnpike in Nashua is 4.5 miles. It is assumed that there will be 250 riders from the downtown station and that the VMT's saved when commuters no longer travel to the Massachusetts border is 9 miles (round trip). The vehicle trips (VMT's) added by commuters travelling to the downtown station is accounted for in the NRPC traffic model. The distance the train must travel is 7.5 miles (round trip between south Nashua station and downtown station).

**Calculate VMT saved:**

- It is assumed that 250 passengers will board at the Downtown Nashua station in 2025.
- It is assumed that the VMT saved when commuters in South Nashua drive to the rail station rather than into Massachusetts is 9 miles (round trip).
- Vehicle occupancy is assumed to be 1.2 people per car.

**TABLE 10: VMT SAVED DOWNTOWN NASHUA COMMUTER RAIL STATION**

| Analysis Year | # of Trips | Formula | VMT's Saved |
|---|---|---|---|
| 2025 | 250 | (250 / 1.2) x 9 | 1,875 |

**Calculate Emissions Reductions Due to VMT Saved:**

- It is assumed that these vehicles average 60.7 mph. Emission factor (cars only) provided by NHDES.
- Emissions reduction is calculated using this formula:

Emissions reduced = (VMT saved x emission factor) / 1000

**TABLE 11: VEHICLE EMISSIONS REDUCED DOWNTOWN NASHUA COMMUTER RAIL STATION**

| | | | Emission Factor | | | Car Emissions Reduced | | |
|---|---|---|---|---|---|---|---|---|
| Analysis Year | Speed | VMT | HC | CO | NOX | HC Kg / day | CO Kg / day | NOX Kg / day |
| 2025 | 60.7 | 1,875 | .166 | 11.872 | .145 | .311 | 22.26 | .272 |

**Calculate Emissions Added by Locomotive between South Nashua and Downtown Nashua station:**

- Train miles added in New Hampshire = 8 round trips x 7.5 miles in NH = 60 miles.
- Emissions factor from Table 7.
- Formula for calculating emissions = (train miles added x emissions) / 1,000

**TABLE 12: LOCOMOTIVE EMISSIONS/DOWNTOWN STATION**
**2025**

| Year | HC (kg / day) | CO (kg / day) | NOX (kg / day) |
|---|---|---|---|
| 2025 | 1.332 kg / day | 4.932 kg / day | 23.53 kg / day |

**TABLE 13: SUMMARY OF CALCULATIONS**
**@ DOWNTOWN NASHUA STATION**

| | Emissions REDUCED due t reduced vehicle VMT (kg/day) | | | Emissions ADDED due to train (kg/day) | | | Net Emissions reductions or in-crease (+) due to rail project (kg/day) | | |
|---|---|---|---|---|---|---|---|---|---|
| **YEAR** | **HC** | **CO** | **NOX** | **HC** | **CO** | **NOX** | **HC** | **CO** | **NOX** |
| **2025** | .311 | 22.26 | .272 | 1.332 | 4.932 | 23.53 | +1.02 | 17.33 | + 23.26 |

3. **MERRIMACK EXIT 12 STATION:** The distance between the Massachusetts State Line and Exit 12 on the Everett Turnpike in Merrimack is 15 miles. It is assumed that the VMT's saved when commuters in Merrimack travel to the rail station near Exit 12 instead of to the Massachusetts boarder is 30 miles (round trip). It is assumed that there will be 250 riders from the Merrimack station. The distance the train must travel is 17.8 miles (round trip between downtown station and Merrimack station). The vehicle trips (VMT's) added by commuters travelling to the Merrimack station is accounted for in the NRPC traffic model.

**Calculate VMT saved:**

- It is assumed that 250 passengers will board at the Merrimack station in 2025.
- It is assumed that the VMT saved when commuters drive to the Merrimack station rather than into Massachusetts is 30miles (round trip).
- Vehicle occupancy is assumed to be 1.2 people per car.

**TABLE 14: VMT SAVED**
**MERRIMACK COMMUTER RAIL STATION**

| Analysis Year | # of Trips | Formula | VMT's Saved |
|---|---|---|---|
| 2025 | 250 | (250 / 1.2) x 30 | 6,250 |

**Calculate Emissions Reductions Due to VMT Saved:**

- It is assumed that these vehicles average 60.7 mph. Emission factor (cars only) provided by NHDES.
- Emissions reduction is calculated using this formula:

Emissions reduced = (VMT saved x emission factor) / 1000

**TABLE 15: VEHICLE EMISSIONS REDUCED**
**MERRIMACK COMMUTER RAIL STATION**

| | | | Emission Factor | | | Car Emissions Reduced | | |
|---|---|---|---|---|---|---|---|---|
| Analysis Year | Speed | VMT | HC | CO | NOX | HC Kg / day | CO Kg / day | NOX Kg / day |
| 2025 | 60.7 | 6,250 | .166 | 11.872 | .145 | 1.038 | 74.20 | .906 |

**Calculate Emissions Added by Locomotive between Downtown Nashua and Exit 12 station:**

- Train miles added in New Hampshire = 8 round trips x 17.8 miles in NH = 142.4 miles
- Emissions factor from Table 7.
- Formula for calculating emissions = (train miles added x emissions) / 1,000

**TABLE 16: LOCOMOTIVE EMISSIONS/MERRIMACK EXIT 12**
**2025**

| Year | HC (kg / day) | CO (kg / day) | NOX (kg / day) |
|---|---|---|---|
| 2025 | 3.161 | 11.705 | 55.835 |

**TABLE 17: SUMMARY OF CALCULATIONS @ MERRIMACK COMMUTER RAIL STATION**

| | Emissions REDUCED due t reduced vehicle VMT (kg/day) | | | Emissions ADDED due to train (kg/day) | | | Net Emissions reductions or increase (+) due to rail project (kg/day) | | |
|---|---|---|---|---|---|---|---|---|---|
| YEAR | HC | CO | NOX | HC | CO | NOX | HC | CO | NOX |
| 2025 | 1.038 | 74.2 | .906 | 3.161 | 11.705 | 55.835 | +2.12 | 62.50 | +54.93 |

**City of Nashua**
**Wireless Signal Coordination**
**(Project # 04-30CM)**

**Scope of Project:** This project will build a traffic management system for the city, interconnecting all 89 traffic signals to a central station, including 30 signals that are currently off line. This would allow the city to expand its closed loop signal network, creating new timing plans for it's major corridors with an emphasis on vehicle progression. The city would also look at developing one or more traffic adaptive closed loop systems using advanced video detection. The entire system would be compatible with future ITS technology.

It was assumed that the greatest amount of emissions benefit from this project would result from the inclusion of the 30 intersections that are currently off-line (not coordinated). The assumption is that if these signals were to be coordinated, delay at these intersections would be improved and therefore emissions would be reduced. It was not possible to gather field data from all of those intersections. Instead, link speeds, link distances and traffic volumes in the vicinity of the 30 signalized intersections for the analysis years 2010 and 2017 were obtained from the NRPC traffic model. This data was then used in an off-model calculation.

The off-model calculation assumed a 10% increase in link speeds[2]. The results are as follows:

**TABLE 18: AIR QUALITY BENEFITS FROM SIGNAL COORDINATION**

| | VOC (kg/day) | NOx (kg/day) | CO (kg/day) |
|---|---|---|---|
| 2010 w / out signalization | 136.05 | 207.94 | 3032.32 |
| 2010 with signalization | 132.34 | 208.24 | 3058.26 |
| **Total 2010:** | **- 3.67 kg/day** | **+ 0.30 kg/day** | **+ 25.94kg/day** |
| 2017 w / out signalization | 65.68 | 79.26 | 2,352.89 |
| 2017 with signalization | 63.96 | 79.5 | 2,373.38 |
| **Total 2017:** | **- 1.72 kg/ day** | **+ 0.24 kg/day** | + 20.50 kg / day |

[2] Assumptions are based on CMAQ application CM04-30

## SUMMARY OF AIR QUALITY ANALYSIS RESULTS

Table 19 summarizes the results of the summertime ozone analysis for the NRPC portion of the Southern NH Serious Non-Attainment Area. The NHDOT will integrate the analysis results from other regions with those from the NRPC area to produce a final finding of air quality conformity for the Southern NH Serious Ozone Non-Attainment Area. The analysis will determine whether the critical test of conformity is met for each analysis year. That is, whether the build scenario is less than the established emissions budget. Tables 22-27 detail the manner in which the traffic model output is combined with off-model adjustments to produce emissions totals for each analysis year scenario for the NRPC portion of the Southern NH Serious Non-Attainment Area.

Table 20 summarizes the results of the summertime ozone analysis for the NRPC portion (Lyndeborough) of the Greater Manchester / Central NH Marginal Non-Attainment Area. The NHDOT will integrate the analysis results from other regions with those from the NRPC area to produce a final finding of air quality conformity for the Greater Manchester / Central NH Marginal Non-Attainment Area. The analysis will determine whether the critical test of conformity is met for each analysis year. That is, the build scenario is less than the baseline or the build scenario is less than 1990 emissions.

Table 21 summarizes the results of the wintertime carbon monoxide analysis for city of Nashua. Tables 28-30 detail the manner in which the traffic model output is combined with off-model adjustments to produce emissions (carbon monoxide) totals for each analysis year scenario for the City of Nashua.

**TABLE 19: OZONE ANALYSIS SUMMARY**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**

| YEAR | SCENARIO | VMT | VOC kg/day (Summer) | Nox kg/day (Summer) |
|---|---|---|---|---|
| 2007 | Build | 4,710,838 | 3,308.59 | 5,984.00 |
| 2017 | Build | **5,471,304** | **1,606.60** | **2,105.96** |
| 2025 | Build | **6,163,657** | **1,290.21** | **1,349.68** |

**TABLE 20: OZONE ANALYSIS SUMMARY**
**NRPC PORTION (LYNDEBOROUGH)**
**GREATER MANCHESTER/CENTRAL NH MARGINAL NON-ATTAINMENT AREA**

| YEAR | SCENARIO | VMT | VOC kg/day (Summer) | Nox kg/day (Summer) |
|---|---|---|---|---|
| 1990 | Baseline | 25,579 | 81.00 | 72.00 |
| 2007 | No Build | 30,932 | 21.41 | 35.32 |
| | Build | 31,253 | 21.65 | 35.69 |
| | % Change | + 0.01% | + 0.01% | + 0.01% |
| 2017 | No Build | 36,064 | 10.19 | 12.63 |
| | Build | 32,728 | 9.28 | 11.46 |
| | % Change | - 0.09% | - 0.09% | - 0.09 |
| 2025 | No Build | 35,400 | 7.14 | 6.67 |
| | Build | 39,829 | 7.98 | 7.50 |
| | % Change | + 0.13% | + 0.12% | + 0.12% |

**TABLE 21: CARBON MONOXIDE ANALYSIS SUMMARY**
**CITY OF NASHUA**

| YEAR | SCENARIO | VMT | CO kg/day (Winter) | CO Budget (kg/day) |
|---|---|---|---|---|
| 2010 | Build | **1,814,132** | **25,776.66** | 54,489 |
| 2017 | Build | **2,118,205** | **23,240.46** | 54,489 |
| 2025 | Build | **3,422,435** | **34,478.92** | 54,489 |

**TABLE 22: 2007 OZONE ANALYSIS**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**
**NO BUILD –**

| | VMT | VOC (kg/day) (Summer) | Nox (kg/day) (Summer) |
|---|---|---|---|
| Subtotal: Highway Model | 4,795,704 | 3,363.83 | 6,042.64 |
| **OFF-MODEL ADJUSTMENTS:** | na | na | na |
| **TOTAL — 2007:** | 4,795,704 | 3,363.83 | 6,042.64 |

**TABLE 23: 2007 OZONE ANALYSIS**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**
**BUILD –**

| | VMT | VOC (kg/day) (Summer) | Nox (kg/day) (Summer) |
|---|---|---|---|
| Subtotal: Highway Model | 4,712,363 | 3,309.15 | 5,978.33 |
| **OFF-MODEL ADJUSTMENTS:** | | | |
| Commuter Rail | - 1,543 | - .562 | + 5.66 |
| **TOTAL — 2007:** | 4,710,830 | 3,308.59 | 5,984.00 |

**TABLE 24: 2017 OZONE ANALYSIS**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**
**NO BUILD –**

| | VMT | VOC (kg/day) (Summer) | Nox (kg/day) (Summer) |
|---|---|---|---|
| Total: Highway Model | 5,452,717 | 1,595.73 | 2,080.56 |

**TABLE 25: 2017 OZONE ANALYSIS**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**
**- BUILD –**

| | VMT | VOC (kg/day) (Summer) | Nox (kg/day) (Summer) |
|---|---|---|---|
| Subtotal: Highway Model | 5,473,817 | 1,608.16 | 2,100.68 |
| **OFF-MODEL ADJUSTMENTS:** | | | |
| Wireless Signal Coordination (04-30CM) | na | - 1.72 | + 0.24 |
| Commuter Rail | - 2,513 | - 0.284 | + 5.04 |
| **TOTAL — 2017:** | **5,471,304** | **1,606.60** | **2,105.96** |

**TABLE 26: 2025 OZONE ANALYSIS**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**
**- NO BUILD –**

| | VMT | VOC (kg/day) (Summer) | Nox (kg/day) (Summer) |
|---|---|---|---|
| Subtotal: Highway Model | 5,626,489 | 1,060.30 | 1,027.73 |

**TABLE 27: 2025 OZONE ANALYSIS**
**NRPC PORTION OF SOUTHERN NH SERIOUS NON-ATTAINMENT AREA**

| | VMT | VOC (kg/day) (Summer) | Nox (kg/day) (Summer) |
|---|---|---|---|
| Subtotal: Highway Model | 6,188,657 | 1,287.40 | 1,267.01 |
| **OFF-MODEL ADJUSTMENTS:** | | | |
| Commuter Rail (3 stations) | - 32,465 | + 2.81 | + 82.67 |
| **TOTAL — 2025:** | **6,156,192** | **1,290.21** | **1,349.68** |

**TABLE 28: 2010 CARBON MONOXIDE ANALYSIS**
**NASHUA - BUILD**

| | VMT | CO kg/day (Winter) |
|---|---|---|
| Subtotal: Highway Model | 1,815,919 | 25,779.90 |
| **OFF-MODEL ADJUSTMENTS:** | | |
| Commuter Rail | - 1,787 | - 28.83 |
| **Signal coordination** | | **+ 25.94** |
| **TOTAL — 2010:** | **1,814,132** | **25,777.01** |

**TABLE 29: 2017 CARBON MONOXIDE ANALYSIS**
**NASHUA – BUILD**

| | VMT | CO kg/day (Winter) |
|---|---|---|
| Subtotal: Highway Model | 2,126,205 | 23,251.83 |
| **OFF-MODEL ADJUSTMENTS:** | | |
| Commuter Rail | - 2,513 | - 31.52 |
| **Signal coordination** | | **+ 20.50** |
| **TOTAL — 2017:** | **2,118,205** | **23,240.81** |

**TABLE 30: 2025 CARBON MONOXIDE ANALYSIS**
**NASHUA – BUILD**

| | VMT | CO kg/day (Winter) |
|---|---|---|
| Subtotal: Highway Model | 3,429,900 | 34,601.80 |
| **OFF-MODEL ADJUSTMENTS:** | | |
| Commuter Rail | - 7,465 | - 122.88 |
| **TOTAL — 2025:** | **3,422,435** | **34,478.92** |

**TABLE 31: AIR QUALITY ANALYSIS EXEMPT CODES**
**PROJECTS EXEMPT FROM CONFORMITY**

## Safety

| | |
|---|---|
| E-1 | Railroad / highway crossing. |
| E-2 | Hazard elimination program. |
| E-3 | Safer non-Federal-aid system roads. |
| E-4 | Shoulder improvements. |
| E-5 | Increasing sight distance. |
| E-6 | Safety improvement program. |
| E-7 | Traffic control devices and operating assistance other than signalization projects. |
| E-8 | Railroad / highway crossing warning devices. |
| E-9 | Guardrails, median barriers, crash cushions. |
| E-10 | Pavement resurfacing and / or rehabilitation. |
| E-11 | Pavement marking demonstration. |
| E-12 | Emergency relief (23 U.S.C. 125). |
| E-13 | Fencing. |
| E-14 | Skid treatments. |
| E-15 | Safety roadside rest areas. |
| E-16 | Adding medians. |
| E-17 | Truck climbing lanes outside the urbanized area. |
| E-18 | Lighting improvements. |
| E-19 | Widening narrow pavements or reconstructing bridges (no additional travel lanes). |
| E-20 | Emergency truck pullovers. |

## Mass Transit

| | |
|---|---|
| E-21 | Operating assistance to transit agencies. |
| E-22 | Purchase of support vehicles. |
| E-23 | Rehabilitation of transit vehicles. |
| E-24 | Purchase of office, shop and operating equipment for existing facilities. |
| E-25 | Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.) |
| E-26 | Construction or renovation of power, signal and communications systems. |
| E-27 | Construction of small passenger shelters and information kiosks. |
| E-28 | Reconstruction or renovation of transit buildings and structures. |
| E-29 | Rehabilitation or reconstruction of track structures, track, and track bed in existing right-of-way. |
| E-30 | Purchase of new buses and new rail cars to replace existing vehicles or for minor expansions of the fleet. |
| E-31 | Construction of new bus or rail storage / maintenance facilities. |

## Air Quality

| | |
|---|---|
| E-32 | Continuation of ride-sharing and van pooling promotion activities at current levels. |
| E-33 | Bicycle and pedestrian facilities. |

## AIR QUALITY ANALYSIS EXEMPT CODES (CONTINUED)

### Other

| | |
|---|---|
| E-34 | Planning and technical studies |
| E-35 | Grants for training and research programs. |
| E-36 | Planning activities conducted pursuant to titles 23 and 49 U.S.C. |
| E-37 | Federal-aid systems revisions. |
| E-38 | Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action. |
| E-39 | Noise attenuation. |
| E-40 | Advance land acquisitions (23 CFR part 712 or 23 CFR part 771). |
| E-41 | Acquisition of scenic easements. |
| E-42 | Plantings, landscaping, etc. |
| E-43 | Sign removal. |
| E-44 | Directional and informational signs. |
| E-45 | Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities). |
| E-46 | Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes. |

### Projects Exempt from Regional Emissions Analysis

| | |
|---|---|
| E-51 | Intersection channelization projects. |
| E-52 | Intersection signalization projects at individual intersections. |
| E-53 | Intersection reconfiguration projects. |
| E-54 | Changes in vertical and horizontal alignment. |
| E-55 | Truck size and weight inspection stations. |
| E-56 | Bus terminals and transfer points. |

### Other Exempt Codes

| | |
|---|---|
| N/E | Project is not exempt. |
| | Indicates that an exempt project is expected to have a beneficial air quality impact and is included in the regional emissions analysis. |

**City of Nashua**
**Wireless Signal Coordination**
**2003-2004 CMAQ Air Quality Analysis**

**Scope of Project:** This project will build a traffic management system for the city, interconnecting all 89 traffic signals to a central station, including 30 signals that are currently off line. This would allow the city to expand its closed loop signal network, creating new timing plans for it's major corridors with an emphasis on vehicle progression. The city would also look at developing one or more traffic adaptive closed loop systems using advanced video detection. The entire system would be compatible with future ITS technology.

It was assumed that the greatest amount of emissions benefit from this project would result from the inclusion of the 30 intersections that are currently off-line (not coordinated). The assumption is that if these signals were to be coordinated, delay at these intersections would be improved and therefore emissions would be reduced. It was not possible to gather field data from all of those intersections. Instead, link speeds, link distances and traffic volumes in the vicinity of the 30 signalized intersections for the analysis years 2010 and 2017 were obtained from the NRPC traffic model. This data was then used in an off-model calculation.

The off-model calculation assumed a 10% increase in link speeds **(1)**. The results are as follows:

**Emissions Calculations (2,3):**

| | HC (kg/mile | NOx (kg/mi) | CO (kg/mi) |
|---|---|---|---|
| 2010 w/out signal coordination | 136.050 | 207.939 | 3,032.321 |
| 2010 w/signal coordination | 132.387 | 208.241 | 3,058.258 |
| **Total** | 3.664 | -0.302 | -25.936 |
| | | (increase for Nox) | |

| | HC (kg/mi) | NOx (kg/mi) | CO (kg/mi) |
|---|---|---|---|
| 2017 w/out signal coordination | 65.683 | 79.256 | |
| 2017 w/signal coordination | 64.550 | 79.500 | |
| **Total** | 1.133 | -0.244 | |

**Conclusion:**

For the analysis year 2010, this project will result in a **decrease** of 3.664 kg/day of hydrocarbons and an increase of .302 kg/day of nitrous oxides.
For the analysis year 2017, this project will result in a **decrease** of 1.133 kg/day of hydrocarbons and an increase of 0.244 kg/day of nitrous oxides.

**Notes and Assumptions:**
**(1)** Literatue describing link speed assumptions available from NRPC.
**(2)** See calculations on worksheets named 2010 & 2017.
**(3)** Calculations were completed for analysis years 2010 and 2017. Analysis year 2007 not included b/c project will not be completed by then.

**2010 (before improvement)**

| ROADNAME | Mileage | Avg Speed | Volume | VMT | Em.Factor (1) HC | Hc (kg/day) | Em.Factor (1) Nox | Nox (kg/day) | Em.Factor (2) CO | CO (kg/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| MANCHESTER ST | 0.03 | 27 | 3304 | 99 | 0.63 | 0.062 | 0.931 | 0.092 | 13.387 | 1.327 |
| | 0.08 | 27 | 1928 | 154 | 0.63 | 0.097 | 0.931 | 0.144 | 13.387 | 2.065 |
| | 0.70 | 42 | 8455 | 5919 | 0.558 | 3.303 | 0.926 | 5.481 | 13.830 | 81.853 |
| AMHERST ST | 0.06 | 40 | 37617 | 2257 | 0.564 | 1.273 | 0.914 | 2.063 | 13.672 | 30.858 |
| AMHERST ST | 0.06 | 23 | 34239 | 2054 | 0.667 | 1.370 | 0.968 | 1.989 | 13.619 | 27.978 |
| | 0.07 | 24 | 10743 | 752 | 0.656 | 0.493 | 0.957 | 0.720 | 13.541 | 10.183 |
| CANAL ST | 0.07 | 24 | 16914 | 1184 | 0.656 | 0.777 | 0.957 | 1.133 | 13.541 | 16.032 |
| CANAL ST | 0.08 | 23 | 27657 | 2213 | 0.667 | 1.476 | 0.968 | 2.142 | 13.619 | 30.133 |
| W HOLLIS ST | 0.11 | 20 | 12303 | 1353 | 0.705 | 0.954 | 1.006 | 1.361 | 13.899 | 18.810 |
| PINE ST | 0.07 | 22 | 7943 | 556 | 0.678 | 0.377 | 0.979 | 0.544 | 13.704 | 7.620 |
| LAKE ST | 0.10 | 25 | 8627 | 863 | 0.646 | 0.557 | 0.947 | 0.817 | 13.469 | 11.620 |
| PINE ST | 0.19 | 22 | 1723 | 327 | 0.678 | 0.222 | 0.979 | 0.320 | 13.704 | 4.486 |
| W HOLLIS ST | 0.21 | 30 | 31748 | 6667 | 0.61 | 4.067 | 0.912 | 6.080 | 13.285 | 88.572 |
| E DUNSTABLE RD | 0.14 | 24 | 10782 | 1509 | 0.656 | 0.990 | 0.957 | 1.445 | 13.541 | 20.440 |
| | 0.11 | 36 | 26785 | 2946 | 0.577 | 1.700 | 0.902 | 2.658 | 13.396 | 39.469 |
| | 0.21 | 22 | 3593 | 755 | 0.678 | 0.512 | 0.979 | 0.739 | 13.704 | 10.340 |
| | 0.20 | 22 | 1881 | 376 | 0.678 | 0.255 | 0.979 | 0.368 | 13.704 | 5.155 |
| | 0.10 | 36 | 21443 | 2144 | 0.577 | 1.237 | 0.902 | 1.934 | 13.396 | 28.725 |
| HARRIS RD | 0.14 | 36 | 23547 | 3297 | 0.577 | 1.902 | 0.902 | 2.974 | 13.396 | 44.161 |
| | 0.60 | 45 | 6492 | 3895 | 0.55 | 2.142 | 0.943 | 3.673 | 14.041 | 54.693 |
| MANCHESTER ST | 0.26 | 31 | 3114 | 810 | 0.603 | 0.488 | 0.909 | 0.736 | 13.292 | 10.762 |
| | 0.10 | 42 | 14474 | 1447 | 0.558 | 0.808 | 0.926 | 1.340 | 13.830 | 20.018 |
| | 0.04 | 26 | 35211 | 1408 | 0.638 | 0.899 | 0.939 | 1.323 | 13.427 | 18.911 |
| BROAD ST | 0.21 | 23 | 38853 | 8159 | 0.667 | 5.442 | 0.968 | 7.898 | 13.619 | 111.119 |
| BROAD ST | 0.40 | 30 | 26975 | 10790 | 0.61 | 6.582 | 0.912 | 9.840 | 13.285 | 143.345 |
| BROAD ST | 0.16 | 30 | 25969 | 4155 | 0.61 | 2.535 | 0.912 | 3.789 | 13.285 | 55.200 |
| BROAD ST | 0.16 | 30 | 25580 | 4093 | 0.61 | 2.497 | 0.912 | 3.733 | 13.285 | 54.373 |
| BROAD ST | 0.53 | 35 | 19474 | 10321 | 0.581 | 5.997 | 0.899 | 9.279 | 13.317 | 137.448 |
| W HOLLIS ST | 0.63 | 40 | 23842 | 15020 | 0.564 | 8.472 | 0.914 | 13.729 | 13.672 | 205.360 |
| | 0.39 | 37 | 10705 | 4175 | 0.574 | 2.396 | 0.906 | 3.783 | 13.470 | 56.237 |
| | 0.27 | 42 | 16877 | 4557 | 0.558 | 2.543 | 0.926 | 4.220 | 13.830 | 63.020 |
| DW HIGHWAY (US 3) | 0.08 | 42 | 16877 | 1350 | 0.558 | 0.753 | 0.926 | 1.250 | 13.830 | 18.673 |
| | 0.07 | 38 | 13853 | 970 | 0.571 | 0.554 | 0.909 | 0.881 | 13.541 | 13.131 |
| | 0.19 | 38 | 13286 | 2524 | 0.571 | 1.441 | 0.909 | 2.295 | 13.541 | 34.182 |
| TOLLES ST | 0.12 | 15 | 4604 | 552 | 0.81 | 0.448 | 1.103 | 0.609 | 14.675 | 8.108 |
| BRIDGE ST | 0.12 | 23 | 24875 | 2985 | 0.667 | 1.991 | 0.968 | 2.889 | 13.619 | 40.653 |
| BURKE ST | 0.16 | 20 | 5638 | 902 | 0.705 | 0.636 | 1.006 | 0.907 | 13.899 | 12.538 |
| FEE TURNPIKE N-B OFF RAMP | 0.16 | 40 | 6200 | 992 | 0.564 | 0.559 | 0.914 | 0.907 | 13.672 | 13.563 |

**2010(before)**

| total HC | total Nox | total CO |
|---|---|---|
| **136.050** | **207.939** | **3,032.321** |

**2010(after)**

| total HC | total Nox | total CO |
|---|---|---|
| **132.387** | **208.241** | **3,058.258** |

**Pollutants reduced**

| HC | NOx | total CO |
|---|---|---|
| **3.664** | **-0.302** | **-25.936** |
| | increase | increase |

| 2010 (before improvement) | | | | | Em.Factor (1) | | Em.Factor (1) | | Em.Factor (2) | | 2010(before) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADNAME | Mileage | Avg Speed | Volume | VMT | HC | Hc (kg/day) | Nox | Nox (kg/day) | CO | CO (kg/day) | total HC | total Nox | total CO |
| | 0.14 | 35 | 9962 | 1395 | 0.581 | 0.810 | 0.899 | 1.254 | 13.317 | 18.573 | | | |
| | 0.21 | 22 | 7054 | 1481 | 0.678 | 1.004 | 0.979 | 1.450 | 13.704 | 20.300 | | | |
| MAIN DUNSTABLE RD (NH 111) | 0.27 | 36 | 29159 | 7873 | 0.577 | 4.543 | 0.902 | 7.101 | 13.396 | 105.466 | | | |
| NORTHEASTERN BLVD | 0.24 | 36 | 17486 | 4197 | 0.577 | 2.421 | 0.902 | 3.785 | 13.396 | 56.218 | | | |
| | 0.11 | 35 | 16939 | 1863 | 0.581 | 1.083 | 0.899 | 1.675 | 13.317 | 24.813 | | | |
| Somerset | 0.37 | 35 | 20338 | 7525 | 0.581 | 4.372 | 0.899 | 6.765 | 13.317 | 100.211 | | | |
| | 0.25 | 35 | 11707 | 2927 | 0.581 | 1.700 | 0.899 | 2.631 | 13.317 | 38.976 | | | |
| | 0.13 | 35 | 26689 | 3470 | 0.581 | 2.016 | 0.899 | 3.119 | 13.317 | 46.204 | | | |
| W HOLLIS ST | 0.37 | 40 | 23777 | 8797 | 0.564 | 4.962 | 0.914 | 8.041 | 13.672 | 120.279 | | | |
| BROAD ST | 0.20 | 25 | 14449 | 2890 | 0.646 | 1.867 | 0.947 | 2.737 | 13.469 | 38.923 | | | |
| SPIT BROOK RD | 0.22 | 27 | 21440 | 4717 | 0.63 | 2.972 | 0.931 | 4.391 | 13.387 | 63.144 | | | |
| SPIT BROOK RD | 0.26 | 28 | 12213 | 3175 | 0.623 | 1.978 | 0.924 | 2.934 | 13.351 | 42.394 | | | |
| SPIT BROOK RD | 0.32 | 28 | 13107 | 4194 | 0.623 | 2.613 | 0.924 | 3.875 | 13.351 | 55.997 | | | |
| MAIN ST | 0.03 | 22 | 24070 | 722 | 0.678 | 0.490 | 0.979 | 0.707 | 13.704 | 9.896 | | | |
| MAIN ST | 0.09 | 22 | 16403 | 1476 | 0.678 | 1.001 | 0.979 | 1.445 | 13.704 | 20.231 | | | |
| ALLDS ST | 0.07 | 22 | 14127 | 989 | 0.678 | 0.670 | 0.979 | 0.968 | 13.704 | 13.552 | | | |
| HARBOR AVE | 0.17 | 20 | 1750 | 298 | 0.705 | 0.210 | 1.006 | 0.299 | 13.899 | 4.135 | | | |
| HARBOR AVE | 0.03 | 20 | 2469 | 74 | 0.705 | 0.052 | 1.006 | 0.075 | 13.899 | 1.029 | | | |
| CENTROID CONNECTOR | 0.16 | 20 | 719 | 115 | 0.705 | 0.081 | 1.006 | 0.116 | 13.899 | 1.599 | | | |
| LAKE ST | 0.18 | 25 | 6412 | 1154 | 0.646 | 0.746 | 0.947 | 1.093 | 13.469 | 15.545 | | | |
| W HOLLIS ST | 0.10 | 42 | 15922 | 1592 | 0.558 | 0.888 | 0.926 | 1.474 | 13.830 | 22.020 | | | |
| PINE ST | 0.16 | 22 | 7237 | 1158 | 0.678 | 0.785 | 0.979 | 1.134 | 13.704 | 15.868 | | | |
| W HOLLIS ST (NH 111) | 0.25 | 35 | 16447 | 4112 | 0.581 | 2.389 | 0.899 | 3.696 | 13.317 | 54.756 | | | |
| W HOLLIS ST | 0.04 | 35 | 21164 | 847 | 0.581 | 0.492 | 0.899 | 0.761 | 13.317 | 11.274 | | | |
| W HOLLIS ST | 0.08 | 35 | 21018 | 1681 | 0.581 | 0.977 | 0.899 | 1.512 | 13.317 | 22.392 | | | |
| LUND RD | 0.17 | 22 | 5472 | 930 | 0.678 | 0.631 | 0.979 | 0.911 | 13.704 | 12.748 | | | |
| ARMORY ST | 0.06 | 15 | 8388 | 503 | 0.81 | 0.408 | 1.103 | 0.555 | 14.675 | 7.386 | | | |
| CANAL ST | 0.04 | 24 | 12701 | 508 | 0.656 | 0.333 | 0.957 | 0.486 | 13.541 | 6.879 | | | |
| CANAL ST | 0.06 | 24 | 11948 | 717 | 0.656 | 0.470 | 0.957 | 0.686 | 13.541 | 9.707 | | | |
| CANAL ST | 0.05 | 23 | 30603 | 1530 | 0.667 | 1.021 | 0.968 | 1.481 | 13.619 | 20.839 | | | |
| CANAL ST | 0.30 | 23 | 25722 | 7717 | 0.667 | 5.147 | 0.968 | 7.470 | 13.619 | 105.092 | | | |
| SARGENT AVE | 0.20 | 22 | 4148 | 830 | 0.678 | 0.562 | 0.979 | 0.812 | 13.704 | 11.369 | | | |
| AMHERST ST (NH 101A) | 0.07 | 35 | 29390 | 2057 | 0.581 | 1.195 | 0.899 | 1.850 | 13.317 | 27.397 | | | |
| PINE ST | 0.17 | 20 | 1781 | 303 | 0.705 | 0.213 | 1.006 | 0.305 | 13.899 | 4.208 | | | |
| AMHERST ST | 0.20 | 35 | 24439 | 4888 | 0.581 | 2.840 | 0.899 | 4.394 | 13.317 | 65.091 | | | |
| CANAL ST | 0.08 | 23 | 26183 | 2095 | 0.667 | 1.397 | 0.968 | 2.028 | 13.619 | 28.527 | | | |
| NORTHEASTERN BLVD | 0.13 | 36 | 17104 | 2224 | 0.577 | 1.283 | 0.902 | 2.006 | 13.396 | 29.786 | | | |
| NORTHEASTERN BLVD | 0.05 | 36 | 18970 | 949 | 0.577 | 0.547 | 0.902 | 0.856 | 13.396 | 12.706 | | | |
| HARRIS RD | 0.15 | 28 | 5890 | 884 | 0.623 | 0.550 | 0.924 | 0.816 | 13.351 | 11.796 | | | |

**2010 (before improvement)**

| ROADNAME | Mileage | Avg Speed | Volume | VMT | Em.Factor (1) HC | Hc (kg/day) | Em.Factor (1) Nox | Nox (kg/day) | Em.Factor (2) CO | CO (kg/day) | 2010(before) total HC | total Nox | total CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HARRIS RD | 0.02 | 28 | 6613 | 132 | 0.623 | 0.082 | 0.924 | 0.122 | 13.351 | 1.766 | | | |
| CONANT RD | 0.14 | 25 | 7849 | 1099 | 0.646 | 0.710 | 0.947 | 1.041 | 13.469 | 14.801 | | | |
| MAIN DUNSTABLE RD (NH 111A) | 0.41 | 37 | 3442 | 1411 | 0.574 | 0.810 | 0.906 | 1.279 | 13.470 | 19.009 | | | |
| AMHERST ST | 0.28 | 27 | 30364 | 8502 | 0.63 | 5.356 | 0.931 | 7.915 | 13.387 | 113.815 | | | |
| SIMON ST | 0.18 | 22 | 8490 | 1528 | 0.678 | 1.036 | 0.979 | 1.496 | 13.704 | 20.942 | | | |
| SIMON ST | 0.03 | 22 | 10812 | 324 | 0.678 | 0.220 | 0.979 | 0.318 | 13.704 | 4.445 | | | |
| KINSLEY ST | 0.05 | 35 | 21066 | 1053 | 0.581 | 0.612 | 0.899 | 0.947 | 13.317 | 14.027 | | | |
| KINSLEY ST | 0.04 | 35 | 17242 | 690 | 0.581 | 0.401 | 0.899 | 0.620 | 13.317 | 9.184 | | | |
| EDWARDS ST | 0.11 | 20 | 3824 | 421 | 0.705 | 0.297 | 1.006 | 0.423 | 13.899 | 5.846 | | | |

**2010 (after improvement) (*increase link speed by 10%)*)**

| ROADNAME | Mileage | Avg Sp | Volume | VMT | Em.Factor (1) HC | Hc (kg/da | Em.Factor (1) Nox | Nox (kg/day) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| MANCHESTER ST | 0.03 | 30 | 3304 | 99 | 0.61 | 0.060 | 0.912 | 0.090 | 13.285 | 1.317 |
| | 0.08 | 30 | 1928 | 154 | 0.61 | 0.094 | 0.912 | 0.141 | 13.285 | 2.049 |
| | 0.70 | 46 | 8455 | 5919 | 0.547 | 3.237 | 0.952 | 5.634 | 14.124 | 83.593 |
| AMHERST ST | 0.06 | 44 | 37617 | 2257 | 0.553 | 1.248 | 0.937 | 2.115 | 13.974 | 31.540 |
| AMHERST ST | 0.06 | 25 | 34239 | 2054 | 0.646 | 1.327 | 0.947 | 1.945 | 13.469 | 27.670 |
| | 0.07 | 26 | 10743 | 752 | 0.638 | 0.480 | 0.939 | 0.706 | 13.427 | 10.097 |
| CANAL ST | 0.07 | 26 | 16914 | 1184 | 0.638 | 0.755 | 0.939 | 1.112 | 13.427 | 15.897 |
| CANAL ST | 0.08 | 25 | 27657 | 2213 | 0.646 | 1.429 | 0.947 | 2.095 | 13.469 | 29.801 |
| W HOLLIS ST | 0.11 | 22 | 12303 | 1353 | 0.678 | 0.918 | 0.979 | 1.325 | 13.704 | 18.546 |
| PINE ST | 0.07 | 24 | 7943 | 556 | 0.656 | 0.365 | 0.957 | 0.532 | 13.541 | 7.529 |
| LAKE ST | 0.10 | 28 | 8627 | 863 | 0.623 | 0.537 | 0.924 | 0.797 | 13.351 | 11.518 |
| PINE ST | 0.19 | 24 | 1723 | 327 | 0.656 | 0.215 | 0.957 | 0.313 | 13.541 | 4.433 |
| W HOLLIS ST | 0.21 | 33 | 31748 | 6667 | 0.592 | 3.947 | 0.904 | 6.027 | 13.305 | 88.705 |
| E DUNSTABLE RD | 0.14 | 26 | 10782 | 1509 | 0.638 | 0.963 | 0.939 | 1.417 | 13.427 | 20.268 |
| | 0.11 | 40 | 26785 | 2946 | 0.564 | 1.662 | 0.914 | 2.693 | 13.672 | 40.282 |
| | 0.21 | 24 | 3593 | 755 | 0.656 | 0.495 | 0.957 | 0.722 | 13.541 | 10.217 |
| | 0.20 | 24 | 1881 | 376 | 0.656 | 0.247 | 0.957 | 0.360 | 13.541 | 5.094 |
| | 0.10 | 40 | 21443 | 2144 | 0.564 | 1.209 | 0.914 | 1.960 | 13.672 | 29.317 |
| HARRIS RD | 0.14 | 40 | 23547 | 3297 | 0.564 | 1.859 | 0.914 | 3.013 | 13.672 | 45.071 |
| | 0.60 | 50 | 6492 | 3895 | 0.537 | 2.092 | 0.984 | 3.833 | 14.424 | 56.184 |
| MANCHESTER ST | 0.26 | 34 | 3114 | 810 | 0.586 | 0.474 | 0.901 | 0.729 | 13.312 | 10.778 |
| | 0.10 | 46 | 14474 | 1447 | 0.547 | 0.792 | 0.952 | 1.378 | 14.124 | 20.443 |
| | 0.04 | 29 | 35211 | 1408 | 0.616 | 0.868 | 0.918 | 1.293 | 13.317 | 18.756 |
| BROAD ST | 0.21 | 25 | 38853 | 8159 | 0.646 | 5.271 | 0.947 | 7.727 | 13.469 | 109.895 |
| BROAD ST | 0.40 | 33 | 26975 | 10790 | 0.592 | 6.388 | 0.904 | 9.754 | 13.305 | 143.561 |

| 2010 (before improvement) | | | | | Em.Factor (1) | | Em.Factor (1) | | Em.Factor (2) | | 2010(before) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADNAME | Mileage | Avg Speed | Volume | VMT | HC | Hc (kg/day) | Nox | Nox (kg/day) | CO | CO (kg/day) | total HC | total Nox | total CO |
| BROAD ST | 0.16 | 33 | 25969 | 4155 | 0.592 | 2.460 | 0.904 | 3.756 | 13.305 | 55.283 | | | |
| BROAD ST | 0.16 | 33 | 25580 | 4093 | 0.592 | 2.423 | 0.904 | 3.700 | 13.305 | 54.455 | | | |
| BROAD ST | 0.53 | 39 | 19474 | 10321 | 0.567 | 5.852 | 0.911 | 9.403 | 13.608 | 140.451 | | | |
| W HOLLIS ST | 0.63 | 44 | 23842 | 15020 | 0.553 | 8.306 | 0.937 | 14.074 | 13.974 | 209.896 | | | |
| | 0.39 | 41 | 10705 | 4175 | 0.561 | 2.342 | 0.92 | 3.841 | 13.753 | 57.418 | | | |
| | 0.27 | 46 | 16877 | 4557 | 0.547 | 2.493 | 0.952 | 4.338 | 14.124 | 64.360 | | | |
| DW HIGHWAY (US 3) | 0.08 | 46 | 16877 | 1350 | 0.547 | 0.739 | 0.952 | 1.285 | 14.124 | 19.070 | | | |
| | 0.07 | 42 | 13853 | 970 | 0.558 | 0.541 | 0.926 | 0.898 | 13.830 | 13.411 | | | |
| | 0.19 | 42 | 13286 | 2524 | 0.558 | 1.409 | 0.926 | 2.338 | 13.830 | 34.912 | | | |
| TOLLES ST | 0.12 | 17 | 4604 | 552 | 0.76 | 0.420 | 1.057 | 0.584 | 14.310 | 7.906 | | | |
| BRIDGE ST | 0.12 | 25 | 24875 | 2985 | 0.646 | 1.928 | 0.947 | 2.827 | 13.469 | 40.205 | | | |
| BURKE ST | 0.16 | 22 | 5638 | 902 | 0.678 | 0.612 | 0.979 | 0.883 | 13.704 | 12.362 | | | |
| FEE TURNPIKE N-B OFF RAMP | 0.16 | 44 | 6200 | 992 | 0.553 | 0.549 | 0.937 | 0.930 | 13.974 | 13.862 | | | |
| | 0.14 | 39 | 9962 | 1395 | 0.567 | 0.791 | 0.911 | 1.271 | 13.608 | 18.979 | | | |
| | 0.21 | 24 | 7054 | 1481 | 0.656 | 0.972 | 0.957 | 1.418 | 13.541 | 20.059 | | | |
| MAIN DUNSTABLE RD (NH 111) | 0.27 | 40 | 29159 | 7873 | 0.564 | 4.440 | 0.914 | 7.196 | 13.672 | 107.639 | | | |
| NORTHEASTERN BLVD | 0.24 | 40 | 17486 | 4197 | 0.564 | 2.367 | 0.914 | 3.836 | 13.672 | 57.376 | | | |
| | 0.11 | 39 | 16939 | 1863 | 0.567 | 1.056 | 0.911 | 1.697 | 13.608 | 25.356 | | | |
| Somerset | 0.37 | 39 | 20338 | 7525 | 0.567 | 4.267 | 0.911 | 6.855 | 13.608 | 102.401 | | | |
| | 0.25 | 39 | 11707 | 2927 | 0.567 | 1.659 | 0.911 | 2.666 | 13.608 | 39.827 | | | |
| | 0.13 | 39 | 26689 | 3470 | 0.567 | 1.967 | 0.911 | 3.161 | 13.608 | 47.214 | | | |
| W HOLLIS ST | 0.37 | 44 | 23777 | 8797 | 0.553 | 4.865 | 0.937 | 8.243 | 13.974 | 122.936 | | | |
| BROAD ST | 0.20 | 28 | 14449 | 2890 | 0.623 | 1.800 | 0.924 | 2.670 | 13.351 | 38.582 | | | |
| SPIT BROOK RD | 0.22 | 30 | 21440 | 4717 | 0.61 | 2.877 | 0.912 | 4.302 | 13.285 | 62.663 | | | |
| SPIT BROOK RD | 0.26 | 31 | 12213 | 3175 | 0.603 | 1.915 | 0.909 | 2.886 | 13.292 | 42.207 | | | |
| SPIT BROOK RD | 0.32 | 31 | 13107 | 4194 | 0.603 | 2.529 | 0.909 | 3.813 | 13.292 | 55.750 | | | |
| MAIN ST | 0.03 | 24 | 24070 | 722 | 0.656 | 0.474 | 0.957 | 0.691 | 13.541 | 9.778 | | | |
| MAIN ST | 0.09 | 24 | 16403 | 1476 | 0.656 | 0.968 | 0.957 | 1.413 | 13.541 | 19.990 | | | |
| ALLDS ST | 0.07 | 24 | 14127 | 989 | 0.656 | 0.649 | 0.957 | 0.946 | 13.541 | 13.391 | | | |
| HARBOR AVE | 0.17 | 22 | 1750 | 298 | 0.678 | 0.202 | 0.979 | 0.291 | 13.704 | 4.077 | | | |
| HARBOR AVE | 0.03 | 22 | 2469 | 74 | 0.678 | 0.050 | 0.979 | 0.073 | 13.704 | 1.015 | | | |
| CENTROID CONNECTOR | 0.16 | 22 | 719 | 115 | 0.678 | 0.078 | 0.979 | 0.113 | 13.704 | 1.577 | | | |
| LAKE ST | 0.18 | 28 | 6412 | 1154 | 0.623 | 0.719 | 0.924 | 1.066 | 13.351 | 15.409 | | | |
| W HOLLIS ST | 0.10 | 46 | 15922 | 1592 | 0.547 | 0.871 | 0.952 | 1.516 | 14.124 | 22.488 | | | |
| PINE ST | 0.16 | 24 | 7237 | 1158 | 0.656 | 0.760 | 0.957 | 1.108 | 13.541 | 15.679 | | | |
| W HOLLIS ST (NH 111) | 0.25 | 39 | 16447 | 4112 | 0.567 | 2.331 | 0.911 | 3.746 | 13.608 | 55.953 | | | |
| W HOLLIS ST | 0.04 | 39 | 21164 | 847 | 0.567 | 0.480 | 0.911 | 0.771 | 13.608 | 11.520 | | | |
| W HOLLIS ST | 0.08 | 39 | 21018 | 1681 | 0.567 | 0.953 | 0.911 | 1.532 | 13.608 | 22.881 | | | |
| LUND RD | 0.17 | 24 | 5472 | 930 | 0.656 | 0.610 | 0.957 | 0.890 | 13.541 | 12.596 | | | |

**2010 (before improvement)**

| ROADNAME | Mileage | Avg Speed | Volume | VMT | Em.Factor (1) HC | Hc (kg/day) | Em.Factor (1) Nox | Nox (kg/day) | Em.Factor (2) CO | CO (kg/day) | 2010(before) total HC | total Nox | total CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ARMORY ST | 0.06 | 17 | 8388 | 503 | 0.76 | 0.382 | 1.057 | 0.532 | 14.310 | 7.202 | | | |
| CANAL ST | 0.04 | 26 | 12701 | 508 | 0.638 | 0.324 | 0.939 | 0.477 | 13.427 | 6.821 | | | |
| CANAL ST | 0.06 | 26 | 11948 | 717 | 0.638 | 0.457 | 0.939 | 0.673 | 13.427 | 9.626 | | | |
| CANAL ST | 0.05 | 25 | 30603 | 1530 | 0.646 | 0.988 | 0.947 | 1.449 | 13.469 | 20.610 | | | |
| CANAL ST | 0.30 | 25 | 25722 | 7717 | 0.646 | 4.985 | 0.947 | 7.308 | 13.469 | 103.935 | | | |
| SARGENT AVE | 0.20 | 24 | 4148 | 830 | 0.656 | 0.544 | 0.957 | 0.794 | 13.541 | 11.234 | | | |
| AMHERST ST (NH 101A) | 0.07 | 39 | 29390 | 2057 | 0.567 | 1.166 | 0.911 | 1.874 | 13.608 | 27.996 | | | |
| PINE ST | 0.17 | 22 | 1781 | 303 | 0.678 | 0.205 | 0.979 | 0.296 | 13.704 | 4.149 | | | |
| AMHERST ST | 0.20 | 39 | 24439 | 4888 | 0.567 | 2.771 | 0.911 | 4.453 | 13.608 | 66.513 | | | |
| CANAL ST | 0.08 | 25 | 26183 | 2095 | 0.646 | 1.353 | 0.947 | 1.984 | 13.469 | 28.213 | | | |
| NORTHEASTERN BLVD | 0.13 | 40 | 17104 | 2224 | 0.564 | 1.254 | 0.914 | 2.032 | 13.672 | 30.400 | | | |
| NORTHEASTERN BLVD | 0.05 | 40 | 18970 | 949 | 0.564 | 0.535 | 0.914 | 0.867 | 13.672 | 12.968 | | | |
| HARRIS RD | 0.15 | 31 | 5890 | 884 | 0.603 | 0.533 | 0.909 | 0.803 | 13.292 | 11.743 | | | |
| HARRIS RD | 0.02 | 31 | 6613 | 132 | 0.603 | 0.080 | 0.909 | 0.120 | 13.292 | 1.758 | | | |
| CONANT RD | 0.14 | 28 | 7849 | 1099 | 0.623 | 0.685 | 0.924 | 1.015 | 13.351 | 14.671 | | | |
| MAIN DUNSTABLE RD (NH 111A) | 0.41 | 41 | 3442 | 1411 | 0.561 | 0.792 | 0.92 | 1.298 | 13.753 | 19.409 | | | |
| AMHERST ST | 0.28 | 30 | 30364 | 8502 | 0.61 | 5.186 | 0.912 | 7.754 | 13.285 | 112.948 | | | |
| SIMON ST | 0.18 | 24 | 8490 | 1528 | 0.656 | 1.002 | 0.957 | 1.462 | 13.541 | 20.693 | | | |
| SIMON ST | 0.03 | 24 | 10812 | 324 | 0.656 | 0.213 | 0.957 | 0.310 | 13.541 | 4.392 | | | |
| KINSLEY ST | 0.05 | 39 | 21066 | 1053 | 0.567 | 0.597 | 0.911 | 0.960 | 13.608 | 14.333 | | | |
| KINSLEY ST | 0.04 | 39 | 17242 | 690 | 0.567 | 0.391 | 0.911 | 0.628 | 13.608 | 9.385 | | | |
| EDWARDS ST | 0.11 | 22 | 3824 | 421 | 0.678 | 0.285 | 0.979 | 0.412 | 13.704 | 5.764 | | | |

**Notes:**

(1) From 2007 MOBIL6 runs established for Round 7 CMAQ Program.

(2) Mobile 6.2 Arterial Emission Factors

**2017 before improvement**

| ROADNAME | Mileage | Avg Speed | Volume | VMT | Em.Factor (3) HC | Hc (kg/day) | Em.Factor (3) Nox | Nox (kg/day | Em.Factor (3) CO | Co (kg/day) |
|---|---|---|---|---|---|---|---|---|---|---|
| MANCHESTER ST | 0.03 | **27** | 3304 | 99 | 0.304 | 0.030 | 0.355 | 0.035 | 10.387 | 1.030 |
| | 0.08 | **27** | 1928 | 154 | 0.304 | 0.047 | 0.355 | 0.055 | 10.387 | 1.602 |
| | 0.70 | **42** | 8455 | 5919 | 0.270 | 1.598 | 0.354 | 2.095 | 10.734 | 63.529 |
| AMHERST ST | 0.06 | **40** | 37617 | 2257 | 0.272 | 0.614 | 0.349 | 0.788 | 10.613 | 23.954 |
| AMHERST ST | 0.06 | **23** | 34239 | 2054 | 0.323 | 0.664 | 0.369 | 0.758 | 10.546 | 21.665 |
| | 0.07 | **24** | 10743 | 752 | 0.318 | 0.239 | 0.365 | 0.274 | 10.490 | 7.889 |
| CANAL ST | 0.07 | **24** | 16914 | 1184 | 0.318 | 0.377 | 0.365 | 0.432 | 10.490 | 12.420 |
| CANAL ST | 0.08 | **23** | 27657 | 2213 | 0.323 | 0.715 | 0.369 | 0.816 | 10.546 | 23.334 |
| W HOLLIS ST | 0.11 | **20** | 12303 | 1353 | 0.342 | 0.463 | 0.383 | 0.518 | 10.747 | 14.544 |
| PINE ST | 0.07 | **22** | 7943 | 556 | 0.328 | 0.182 | 0.373 | 0.207 | 10.607 | 5.898 |
| LAKE ST | 0.10 | **25** | 8627 | 863 | 0.313 | 0.270 | 0.361 | 0.311 | 10.439 | 9.006 |
| PINE ST | 0.19 | **22** | 1723 | 327 | 0.328 | 0.107 | 0.373 | 0.122 | 10.607 | 3.472 |
| W HOLLIS ST | 0.21 | **30** | 31748 | 6667 | 0.294 | 1.960 | 0.347 | 2.313 | 10.323 | 68.824 |
| E DUNSTABLE RD | 0.14 | **24** | 10782 | 1509 | 0.318 | 0.480 | 0.365 | 0.551 | 10.490 | 15.834 |
| | 0.11 | **36** | 26785 | 2946 | 0.278 | 0.819 | 0.344 | 1.014 | 10.403 | 30.651 |
| | 0.21 | **22** | 3593 | 755 | 0.328 | 0.247 | 0.373 | 0.281 | 10.607 | 8.003 |
| | 0.20 | **22** | 1881 | 376 | 0.328 | 0.123 | 0.373 | 0.140 | 10.607 | 3.990 |
| | 0.10 | **36** | 21443 | 2144 | 0.278 | 0.596 | 0.344 | 0.738 | 10.403 | 22.307 |
| HARRIS RD | 0.14 | **36** | 23547 | 3297 | 0.278 | 0.916 | 0.344 | 1.134 | 10.403 | 34.294 |
| | 0.60 | **45** | 6492 | 3895 | 0.266 | 1.036 | 0.361 | 1.406 | 10.895 | 42.438 |
| MANCHESTER ST | 0.26 | **31** | 3114 | 810 | 0.291 | 0.236 | 0.346 | 0.280 | 10.328 | 8.362 |
| | 0.10 | **42** | 14474 | 1447 | 0.270 | 0.391 | 0.354 | 0.512 | 10.734 | 15.536 |
| | 0.04 | **26** | 35211 | 1408 | 0.308 | 0.434 | 0.358 | 0.504 | 10.412 | 14.665 |
| BROAD ST | 0.21 | **23** | 38853 | 8159 | 0.323 | 2.635 | 0.369 | 3.011 | 10.546 | 86.046 |
| BROAD ST | 0.40 | **30** | 26975 | 10790 | 0.294 | 3.172 | 0.347 | 3.744 | 10.323 | 111.385 |
| BROAD ST | 0.16 | **30** | 25969 | 4155 | 0.294 | 1.222 | 0.347 | 1.442 | 10.323 | 42.892 |
| BROAD ST | 0.16 | **30** | 25580 | 4093 | 0.294 | 1.203 | 0.347 | 1.420 | 10.323 | 42.250 |
| BROAD ST | 0.53 | **35** | 19474 | 10321 | 0.280 | 2.890 | 0.342 | 3.530 | 10.343 | 106.752 |
| W HOLLIS ST | 0.63 | **40** | 23842 | 15020 | 0.272 | 4.086 | 0.349 | 5.242 | 10.613 | 159.412 |
| | 0.39 | **37** | 10705 | 4175 | 0.277 | 1.156 | 0.345 | 1.440 | 10.460 | 43.670 |
| | 0.27 | **42** | 16877 | 4557 | 0.270 | 1.230 | 0.354 | 1.613 | 10.734 | 48.913 |
| DW HIGHWAY (US 3) | 0.08 | **42** | 16877 | 1350 | 0.270 | 0.365 | 0.354 | 0.478 | 10.734 | 14.493 |
| | 0.07 | **38** | 13853 | 970 | 0.275 | 0.267 | 0.347 | 0.336 | 10.514 | 10.196 |
| | 0.19 | **38** | 13286 | 2524 | 0.275 | 0.694 | 0.347 | 0.876 | 10.514 | 26.541 |
| TOLLES ST | 0.12 | **15** | 4604 | 552 | 0.395 | 0.218 | 0.421 | 0.233 | 11.283 | 6.234 |
| BRIDGE ST | 0.12 | **23** | 24875 | 2985 | 0.323 | 0.964 | 0.369 | 1.101 | 10.546 | 31.480 |
| BURKE ST | 0.16 | **20** | 5638 | 902 | 0.342 | 0.309 | 0.383 | 0.345 | 10.747 | 9.695 |
| FEE TURNPIKE N-B OFF RAMP | 0.16 | **40** | 6200 | 992 | 0.272 | 0.270 | 0.349 | 0.346 | 10.613 | 10.528 |
| | 0.14 | **35** | 9962 | 1395 | 0.280 | 0.391 | 0.342 | 0.477 | 10.343 | 14.425 |
| | 0.21 | **22** | 7054 | 1481 | 0.328 | 0.486 | 0.373 | 0.553 | 10.607 | 15.713 |
| MAIN DUNSTABLE RD (NH 111) | 0.27 | **36** | 29159 | 7873 | 0.278 | 2.189 | 0.344 | 2.708 | 10.403 | 81.902 |
| NORTHEASTERN BLVD | 0.24 | **36** | 17486 | 4197 | 0.278 | 1.167 | 0.344 | 1.444 | 10.403 | 43.658 |
| | 0.11 | **35** | 16939 | 1863 | 0.280 | 0.522 | 0.342 | 0.637 | 10.343 | 19.272 |
| Somerset | 0.37 | **35** | 20338 | 7525 | 0.280 | 2.107 | 0.342 | 2.574 | 10.343 | 77.832 |
| | 0.25 | **35** | 11707 | 2927 | 0.280 | 0.819 | 0.342 | 1.001 | 10.343 | 30.271 |
| | 0.13 | **35** | 26689 | 3470 | 0.280 | 0.971 | 0.342 | 1.187 | 10.343 | 35.886 |
| W HOLLIS ST | 0.37 | **40** | 23777 | 8797 | 0.272 | 2.393 | 0.349 | 3.070 | 10.613 | 93.368 |

**2017(before)**

| total HC | total Nox | total CO |
|---|---|---|
| 65.683 | 79.256 | 2352.885 |

**2017(after)**

| total HC | total Nox | total CO |
|---|---|---|
| 64.550 | 79.500 | 2373.377 |

**Pollutants reduced**

| HC | NOx | CO |
|---|---|---|
| **1.133** | **-0.244** | **-20.491** |
| | increase | increase |

**2017 before improvement**

| ROADNAME | Mileage | Avg Speed | Volume | VMT | Em.Factor (3) HC | Hc (kg/day) | Em.Factor (3) Nox | Nox (kg/day) | Em.Factor (3) CO | Co (kg/day) | 2017(before) total HC | total Nox | total CO |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BROAD ST | 0.20 | **25** | 14449 | 2890 | 0.313 | 0.905 | 0.361 | 1.043 | 10.439 | 30.167 | | | |
| SPIT BROOK RD | 0.22 | **27** | 21440 | 4717 | 0.304 | 1.434 | 0.355 | 1.674 | 10.387 | 48.993 | | | |
| SPIT BROOK RD | 0.26 | **28** | 12213 | 3175 | 0.300 | 0.953 | 0.352 | 1.118 | 10.364 | 32.910 | | | |
| SPIT BROOK RD | 0.32 | **28** | 13107 | 4194 | 0.300 | 1.258 | 0.352 | 1.476 | 10.364 | 43.469 | | | |
| MAIN ST | 0.03 | **22** | 24070 | 722 | 0.328 | 0.237 | 0.373 | 0.269 | 10.607 | 7.659 | | | |
| MAIN ST | 0.09 | **22** | 16403 | 1476 | 0.328 | 0.484 | 0.373 | 0.551 | 10.607 | 15.659 | | | |
| ALLDS ST | 0.07 | **22** | 14127 | 989 | 0.328 | 0.324 | 0.373 | 0.369 | 10.607 | 10.489 | | | |
| HARBOR AVE | 0.17 | **20** | 1750 | 298 | 0.342 | 0.102 | 0.383 | 0.114 | 10.747 | 3.197 | | | |
| HARBOR AVE | 0.03 | **20** | 2469 | 74 | 0.342 | 0.025 | 0.383 | 0.028 | 10.747 | 0.796 | | | |
| CENTROID CONNECTOR | 0.16 | **20** | 719 | 115 | 0.342 | 0.039 | 0.383 | 0.044 | 10.747 | 1.236 | | | |
| LAKE ST | 0.18 | **25** | 6412 | 1154 | 0.313 | 0.361 | 0.361 | 0.417 | 10.439 | 12.048 | | | |
| W HOLLIS ST | 0.10 | **42** | 15922 | 1592 | 0.270 | 0.430 | 0.354 | 0.564 | 10.734 | 17.091 | | | |
| PINE ST | 0.16 | **22** | 7237 | 1158 | 0.328 | 0.380 | 0.373 | 0.432 | 10.607 | 12.282 | | | |
| W HOLLIS ST (NH 111) | 0.25 | **35** | 16447 | 4112 | 0.280 | 1.151 | 0.342 | 1.406 | 10.343 | 42.528 | | | |
| W HOLLIS ST | 0.04 | **35** | 21164 | 847 | 0.280 | 0.237 | 0.342 | 0.290 | 10.343 | 8.756 | | | |
| W HOLLIS ST | 0.08 | **35** | 21018 | 1681 | 0.280 | 0.471 | 0.342 | 0.575 | 10.343 | 17.391 | | | |
| LUND RD | 0.17 | **22** | 5472 | 930 | 0.328 | 0.305 | 0.373 | 0.347 | 10.607 | 9.867 | | | |
| ARMORY ST | 0.06 | **15** | 8388 | 503 | 0.395 | 0.199 | 0.421 | 0.212 | 11.283 | 5.679 | | | |
| CANAL ST | 0.04 | **24** | 12701 | 508 | 0.318 | 0.162 | 0.365 | 0.185 | 10.490 | 5.329 | | | |
| CANAL ST | 0.06 | **24** | 11948 | 717 | 0.318 | 0.228 | 0.365 | 0.262 | 10.490 | 7.520 | | | |
| CANAL ST | 0.05 | **23** | 30603 | 1530 | 0.323 | 0.494 | 0.369 | 0.565 | 10.546 | 16.137 | | | |
| CANAL ST | 0.30 | **23** | 25722 | 7717 | 0.323 | 2.492 | 0.369 | 2.847 | 10.546 | 81.379 | | | |
| SARGENT AVE | 0.20 | **22** | 4148 | 830 | 0.328 | 0.272 | 0.373 | 0.309 | 10.607 | 8.800 | | | |
| AMHERST ST (NH 101A) | 0.07 | **35** | 29390 | 2057 | 0.280 | 0.576 | 0.342 | 0.704 | 10.343 | 21.279 | | | |
| PINE ST | 0.17 | **20** | 1781 | 303 | 0.342 | 0.104 | 0.383 | 0.116 | 10.747 | 3.254 | | | |
| AMHERST ST | 0.20 | **35** | 24439 | 4888 | 0.280 | 1.369 | 0.342 | 1.672 | 10.343 | 50.555 | | | |
| CANAL ST | 0.08 | **23** | 26183 | 2095 | 0.323 | 0.677 | 0.369 | 0.773 | 10.546 | 22.090 | | | |
| NORTHEASTERN BLVD | 0.13 | **36** | 17104 | 2224 | 0.278 | 0.618 | 0.344 | 0.765 | 10.403 | 23.131 | | | |
| NORTHEASTERN BLVD | 0.05 | **36** | 18970 | 949 | 0.278 | 0.264 | 0.344 | 0.326 | 10.403 | 9.867 | | | |
| HARRIS RD | 0.15 | **28** | 5890 | 884 | 0.300 | 0.265 | 0.352 | 0.311 | 10.364 | 9.157 | | | |
| HARRIS RD | 0.02 | **28** | 6613 | 132 | 0.300 | 0.040 | 0.352 | 0.047 | 10.364 | 1.371 | | | |
| CONANT RD | 0.14 | **25** | 7849 | 1099 | 0.313 | 0.344 | 0.361 | 0.397 | 10.439 | 11.471 | | | |
| MAIN DUNSTABLE RD (NH 111A) | 0.41 | **37** | 3442 | 1411 | 0.277 | 0.391 | 0.345 | 0.487 | 10.460 | 14.761 | | | |
| AMHERST ST | 0.28 | **27** | 30364 | 8502 | 0.304 | 2.585 | 0.355 | 3.018 | 10.387 | 88.309 | | | |
| SIMON ST | 0.18 | **22** | 8490 | 1528 | 0.328 | 0.501 | 0.373 | 0.570 | 10.607 | 16.210 | | | |
| SIMON ST | 0.03 | **22** | 10812 | 324 | 0.328 | 0.106 | 0.373 | 0.121 | 10.607 | 3.440 | | | |
| KINSLEY ST | 0.05 | **35** | 21066 | 1053 | 0.280 | 0.295 | 0.342 | 0.360 | 10.343 | 10.894 | | | |
| KINSLEY ST | 0.04 | **35** | 17242 | 690 | 0.280 | 0.193 | 0.342 | 0.236 | 10.343 | 7.133 | | | |
| EDWARDS ST | 0.11 | **20** | 3824 | 421 | 0.342 | 0.144 | 0.383 | 0.161 | 10.747 | 4.521 | | | |

**2017 (after improvement)**
**(increaselink speed by 10%)**

| ROADNAME | Mileage | Avg Speed | Volume | VMT | Em.Factor (1) HC | Hc (kg/day) | Em.Factor (1) Nox | Nox (kg/day) | | | 2017 total HC | 2017 total Nox |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MANCHESTER ST | 0.03 | **30** | 3304 | 99 | 0.294 | 0.029 | 0.347 | 0.034 | 10.323 | 1.023 | 64.550 | 79.500 |
| | 0.08 | **30** | 1928 | 154 | 0.294 | 0.045 | 0.347 | 0.054 | 10.323 | 1.592 | | |
| | 0.70 | **46** | 8455 | 5919 | 0.265 | 1.568 | 0.365 | 2.160 | 10.959 | 64.861 | | |

| 2017 before improvement | | | | | Em.Factor (3) | | Em.Factor (3) | | Em.Factor (3) | | 2017(before) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADNAME | Mileage | Avg Speed | Volume | VMT | HC | Hc (kg/day) | Nox | Nox (kg/day | CO | Co (kg/day) | total HC | total Nox | total CO |
| AMHERST ST | 0.06 | 44 | 37617 | 2257 | 0.267 | 0.603 | 0.359 | 0.810 | 10.844 | 24.475 | | | |
| AMHERST ST | 0.06 | 25 | 34239 | 2054 | 0.313 | 0.643 | 0.361 | 0.742 | 10.439 | 21.445 | | | |
| | 0.07 | 26 | 10743 | 752 | 0.308 | 0.232 | 0.358 | 0.269 | 10.412 | 7.830 | | | |
| CANAL ST | 0.07 | 26 | 16914 | 1184 | 0.308 | 0.365 | 0.358 | 0.424 | 10.412 | 12.328 | | | |
| CANAL ST | 0.08 | 25 | 27657 | 2213 | 0.313 | 0.693 | 0.361 | 0.799 | 10.439 | 23.097 | | | |
| W HOLLIS ST | 0.11 | 22 | 12303 | 1353 | 0.328 | 0.444 | 0.373 | 0.505 | 10.607 | 14.355 | | | |
| PINE ST | 0.07 | 24 | 7943 | 556 | 0.318 | 0.177 | 0.365 | 0.203 | 10.490 | 5.833 | | | |
| LAKE ST | 0.10 | 28 | 8627 | 863 | 0.300 | 0.259 | 0.352 | 0.304 | 10.364 | 8.941 | | | |
| PINE ST | 0.19 | 24 | 1723 | 327 | 0.318 | 0.104 | 0.365 | 0.119 | 10.490 | 3.434 | | | |
| W HOLLIS ST | 0.21 | 33 | 31748 | 6667 | 0.285 | 1.900 | 0.344 | 2.293 | 10.336 | 68.911 | | | |
| E DUNSTABLE RD | 0.14 | 26 | 10782 | 1509 | 0.308 | 0.465 | 0.358 | 0.540 | 10.412 | 15.717 | | | |
| | 0.11 | 40 | 26785 | 2946 | 0.272 | 0.801 | 0.349 | 1.028 | 10.613 | 31.270 | | | |
| | 0.21 | 24 | 3593 | 755 | 0.318 | 0.240 | 0.365 | 0.275 | 10.490 | 7.915 | | | |
| | 0.20 | 24 | 1881 | 376 | 0.318 | 0.120 | 0.365 | 0.137 | 10.490 | 3.946 | | | |
| | 0.10 | 40 | 21443 | 2144 | 0.272 | 0.583 | 0.349 | 0.748 | 10.613 | 22.757 | | | |
| HARRIS RD | 0.14 | 40 | 23547 | 3297 | 0.272 | 0.897 | 0.349 | 1.151 | 10.613 | 34.987 | | | |
| | 0.60 | 50 | 6492 | 3895 | 0.262 | 1.021 | 0.378 | 1.472 | 11.188 | 43.579 | | | |
| MANCHESTER ST | 0.26 | 34 | 3114 | 810 | 0.283 | 0.229 | 0.343 | 0.278 | 10.339 | 8.371 | | | |
| | 0.10 | 46 | 14474 | 1447 | 0.265 | 0.384 | 0.365 | 0.528 | 10.959 | 15.862 | | | |
| | 0.04 | 29 | 35211 | 1408 | 0.297 | 0.418 | 0.350 | 0.493 | 10.343 | 14.567 | | | |
| BROAD ST | 0.21 | 25 | 38853 | 8159 | 0.313 | 2.554 | 0.361 | 2.945 | 10.439 | 85.173 | | | |
| BROAD ST | 0.40 | 33 | 26975 | 10790 | 0.285 | 3.075 | 0.344 | 3.712 | 10.336 | 111.525 | | | |
| BROAD ST | 0.16 | 33 | 25969 | 4155 | 0.285 | 1.184 | 0.344 | 1.429 | 10.336 | 42.946 | | | |
| BROAD ST | 0.16 | 33 | 25580 | 4093 | 0.285 | 1.166 | 0.344 | 1.408 | 10.336 | 42.303 | | | |
| BROAD ST | 0.53 | 39 | 19474 | 10321 | 0.274 | 2.828 | 0.348 | 3.592 | 10.565 | 109.044 | | | |
| W HOLLIS ST | 0.63 | 44 | 23842 | 15020 | 0.267 | 4.010 | 0.359 | 5.392 | 10.844 | 162.882 | | | |
| | 0.39 | 41 | 10705 | 4175 | 0.271 | 1.131 | 0.352 | 1.470 | 10.675 | 44.568 | | | |
| | 0.27 | 46 | 16877 | 4557 | 0.265 | 1.208 | 0.365 | 1.663 | 10.959 | 49.938 | | | |
| DW HIGHWAY (US 3) | 0.08 | 46 | 16877 | 1350 | 0.265 | 0.358 | 0.365 | 0.493 | 10.959 | 14.796 | | | |
| | 0.07 | 42 | 13853 | 970 | 0.270 | 0.262 | 0.354 | 0.343 | 10.734 | 10.409 | | | |
| | 0.19 | 42 | 13286 | 2524 | 0.270 | 0.682 | 0.354 | 0.894 | 10.734 | 27.096 | | | |
| TOLLES ST | 0.12 | 17 | 4604 | 552 | 0.370 | 0.204 | 0.403 | 0.223 | 11.031 | 6.094 | | | |
| BRIDGE ST | 0.12 | 25 | 24875 | 2985 | 0.313 | 0.934 | 0.361 | 1.078 | 10.439 | 31.160 | | | |
| BURKE ST | 0.16 | 22 | 5638 | 902 | 0.328 | 0.296 | 0.373 | 0.336 | 10.607 | 9.568 | | | |
| FEE TURNPIKE N-B OFF RAMP | 0.16 | 44 | 6200 | 992 | 0.267 | 0.265 | 0.359 | 0.356 | 10.844 | 10.757 | | | |
| | 0.14 | 39 | 9962 | 1395 | 0.274 | 0.382 | 0.348 | 0.485 | 10.565 | 14.735 | | | |
| | 0.21 | 24 | 7054 | 1481 | 0.318 | 0.471 | 0.365 | 0.541 | 10.490 | 15.539 | | | |
| MAIN DUNSTABLE RD (NH 111) | 0.27 | 40 | 29159 | 7873 | 0.272 | 2.141 | 0.349 | 2.748 | 10.613 | 83.555 | | | |
| NORTHEASTERN BLVD | 0.24 | 40 | 17486 | 4197 | 0.272 | 1.141 | 0.349 | 1.465 | 10.613 | 44.539 | | | |
| | 0.11 | 39 | 16939 | 1863 | 0.274 | 0.511 | 0.348 | 0.648 | 10.565 | 19.686 | | | |
| Somerset | 0.37 | 39 | 20338 | 7525 | 0.274 | 2.062 | 0.348 | 2.619 | 10.565 | 79.502 | | | |
| | 0.25 | 39 | 11707 | 2927 | 0.274 | 0.802 | 0.348 | 1.019 | 10.565 | 30.921 | | | |
| | 0.13 | 39 | 26689 | 3470 | 0.274 | 0.951 | 0.348 | 1.207 | 10.565 | 36.656 | | | |
| W HOLLIS ST | 0.37 | 44 | 23777 | 8797 | 0.267 | 2.349 | 0.359 | 3.158 | 10.844 | 95.400 | | | |
| BROAD ST | 0.20 | 28 | 14449 | 2890 | 0.300 | 0.867 | 0.352 | 1.017 | 10.364 | 29.950 | | | |
| SPIT BROOK RD | 0.22 | 30 | 21440 | 4717 | 0.294 | 1.387 | 0.347 | 1.637 | 10.323 | 48.692 | | | |
| SPIT BROOK RD | 0.26 | 31 | 12213 | 3175 | 0.361 | 1.146 | 0.346 | 1.099 | 10.328 | 32.795 | | | |

| 2017 before improvement | | | | | Em.Factor (3) | | Em.Factor (3) | | Em.Factor (3) | | 2017(before) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADNAME | Mileage | Avg Speed | Volume | VMT | HC | Hc (kg/day) | Nox | Nox (kg/day | CO | Co (kg/day) | total HC | total Nox | total CO |
| SPIT BROOK RD | 0.32 | 31 | 13107 | 4194 | 0.361 | 1.514 | 0.346 | 1.451 | 10.328 | 43.318 | | | |
| MAIN ST | 0.03 | 24 | 24070 | 722 | 0.318 | 0.230 | 0.365 | 0.264 | 10.490 | 7.575 | | | |
| MAIN ST | 0.09 | 24 | 16403 | 1476 | 0.318 | 0.469 | 0.365 | 0.539 | 10.490 | 15.486 | | | |
| ALLDS ST | 0.07 | 24 | 14127 | 989 | 0.318 | 0.314 | 0.365 | 0.361 | 10.490 | 10.373 | | | |
| HARBOR AVE | 0.17 | 22 | 1750 | 298 | 0.328 | 0.098 | 0.373 | 0.111 | 10.607 | 3.156 | | | |
| HARBOR AVE | 0.03 | 22 | 2469 | 74 | 0.328 | 0.024 | 0.373 | 0.028 | 10.607 | 0.786 | | | |
| CENTROID CONNECTOR | 0.16 | 22 | 719 | 115 | 0.328 | 0.038 | 0.373 | 0.043 | 10.607 | 1.220 | | | |
| LAKE ST | 0.18 | 28 | 6412 | 1154 | 0.300 | 0.346 | 0.352 | 0.406 | 10.364 | 11.962 | | | |
| W HOLLIS ST | 0.10 | 46 | 15922 | 1592 | 0.265 | 0.422 | 0.365 | 0.581 | 10.959 | 17.449 | | | |
| PINE ST | 0.16 | 24 | 7237 | 1158 | 0.318 | 0.368 | 0.365 | 0.423 | 10.490 | 12.147 | | | |
| W HOLLIS ST (NH 111) | 0.25 | 39 | 16447 | 4112 | 0.274 | 1.127 | 0.348 | 1.431 | 10.565 | 43.441 | | | |
| W HOLLIS ST | 0.04 | 39 | 21164 | 847 | 0.274 | 0.232 | 0.348 | 0.295 | 10.565 | 8.944 | | | |
| W HOLLIS ST | 0.08 | 39 | 21018 | 1681 | 0.274 | 0.461 | 0.348 | 0.585 | 10.565 | 17.764 | | | |
| LUND RD | 0.17 | 24 | 5472 | 930 | 0.318 | 0.296 | 0.365 | 0.340 | 10.490 | 9.758 | | | |
| ARMORY ST | 0.06 | 17 | 8388 | 503 | 0.370 | 0.186 | 0.403 | 0.203 | 11.031 | 5.552 | | | |
| CANAL ST | 0.04 | 26 | 12701 | 508 | 0.308 | 0.156 | 0.358 | 0.182 | 10.412 | 5.290 | | | |
| CANAL ST | 0.06 | 26 | 11948 | 717 | 0.308 | 0.221 | 0.358 | 0.257 | 10.412 | 7.464 | | | |
| CANAL ST | 0.05 | 25 | 30603 | 1530 | 0.313 | 0.479 | 0.361 | 0.552 | 10.439 | 15.973 | | | |
| CANAL ST | 0.30 | 25 | 25722 | 7717 | 0.313 | 2.415 | 0.361 | 2.786 | 10.439 | 80.554 | | | |
| SARGENT AVE | 0.20 | 24 | 4148 | 830 | 0.318 | 0.264 | 0.365 | 0.303 | 10.490 | 8.703 | | | |
| AMHERST ST (NH 101A) | 0.07 | 39 | 29390 | 2057 | 0.274 | 0.564 | 0.348 | 0.716 | 10.565 | 21.735 | | | |
| PINE ST | 0.17 | 22 | 1781 | 303 | 0.328 | 0.099 | 0.373 | 0.113 | 10.607 | 3.211 | | | |
| AMHERST ST | 0.20 | 39 | 24439 | 4888 | 0.274 | 1.339 | 0.348 | 1.701 | 10.565 | 51.640 | | | |
| CANAL ST | 0.08 | 25 | 26183 | 2095 | 0.313 | 0.656 | 0.361 | 0.756 | 10.439 | 21.866 | | | |
| NORTHEASTERN BLVD | 0.13 | 40 | 17104 | 2224 | 0.272 | 0.605 | 0.349 | 0.776 | 10.613 | 23.598 | | | |
| NORTHEASTERN BLVD | 0.05 | 40 | 18970 | 949 | 0.272 | 0.258 | 0.349 | 0.331 | 10.613 | 10.066 | | | |
| HARRIS RD | 0.15 | 31 | 5890 | 884 | 0.361 | 0.319 | 0.346 | 0.306 | 10.328 | 9.125 | | | |
| HARRIS RD | 0.02 | 31 | 6613 | 132 | 0.361 | 0.048 | 0.346 | 0.046 | 10.328 | 1.366 | | | |
| CONANT RD | 0.14 | 28 | 7849 | 1099 | 0.300 | 0.330 | 0.352 | 0.387 | 10.364 | 11.389 | | | |
| MAIN DUNSTABLE RD (NH 111A) | 0.41 | 41 | 3442 | 1411 | 0.271 | 0.382 | 0.352 | 0.497 | 10.675 | 15.065 | | | |
| AMHERST ST | 0.28 | 30 | 30364 | 8502 | 0.294 | 2.500 | 0.347 | 2.950 | 10.323 | 87.765 | | | |
| SIMON ST | 0.18 | 24 | 8490 | 1528 | 0.318 | 0.486 | 0.365 | 0.558 | 10.490 | 16.031 | | | |
| SIMON ST | 0.03 | 24 | 10812 | 324 | 0.318 | 0.103 | 0.365 | 0.118 | 10.490 | 3.403 | | | |
| KINSLEY ST | 0.05 | 39 | 21066 | 1053 | 0.274 | 0.289 | 0.348 | 0.367 | 10.565 | 11.128 | | | |
| KINSLEY ST | 0.04 | 39 | 17242 | 690 | 0.274 | 0.189 | 0.348 | 0.240 | 10.565 | 7.286 | | | |
| EDWARDS ST | 0.11 | 22 | 3824 | 421 | 0.328 | 0.138 | 0.373 | 0.157 | 10.607 | 4.462 | | | |

**Notes:**

(3) MOBIL6.2 Emission Factors.

# Appendix C
# SNHPC Report

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION

# AIR QUALITY

## Analysis

For The

Regional Transportation Plan 2004
And The
Transportation Improvement Program FY 2005-2007

June 2004

438 Dubuque St, Manchester, NH 03102 (603)669-4664 (603)669-4350 (Fax) email@snhpc.org

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# INTRODUCTION

Section I

This report presents the results of an air quality analysis for the conformity determination of the Southern New Hampshire Planning Commission's Regional Transportation Plan and Transportation Improvement Program (TIP) for FY 2005-2007, and State's Ten Year (FY 2005 – 2014) Transportation Improvement Program. The Clean Air Act requires each MPO to make the conformity determinations for the Transportation Plan and TIP. Conformity applies with respect to each pollutant for which National Ambient Air Quality Standard (NAAQS) exists in the areas designated as "non-attainment" for that pollutant.

The air quality analysis focuses on three types of emissions: Volatile Organic Compounds (VOC) and Nitrozen Oxides (NOx) and Carbon Mono-oxide (CO). Both VOC and NOx have been identified to be precursors to ozone production, although VOC is recognized as the main contributor. Under the final regulations of the Clean Air Act Amendments (CAAA) of 1990, a Regional Transportation Plan and the TIP are determined to be in conformity with the Clean Air Act if they meet the following requirements:

- All of the emissions in the future years must be either less than the base year (1990) or the build scenario emissions less than the no-build emissions for the areas without an emissions budget.
- The emissions for a given "build" year have to be within budget for areas with established emission budget.

Southern New Hampshire Planning Commission region consists of the **City of Manchester** and twelve surrounding towns which include:

| | | | |
|---|---|---|---|
| **Auburn** | **Chester** | **Goffstown** | **New Boston** |
| **Bedford** | **Deerfield** | **Hooksett** | **Raymond** |
| **Candia** | **Derry** | **Londonderry** | **Weare** |

Of the above communities, Towns of Derry and Londonderry are part of the Southern New Hampshire serious non-attainment area, and City of Manchester and rest of the 10 towns are part of the Manchester marginal non-attainment area.

As of this analysis, MOBILE 6.2 emission factors were not finalized. A draft form of the factors was provided to the Commission by the NHDES and the analysis presented in this report is based on those draft factors. Also the CO emission factors available were for summer months. Once the NHDES and EPA agree on the final emission factors and winter time CO emission factors are made available, a revised air quality analysis will be performed.

## I-1 Background Information

In 1997, the Environmental Protection Agency (EPA) proposed to replace the 1-Hour Ozone standard with a new 8-Hour standard, along with adding a new fine particle standard ($PM_{2.5}$) to the existing $PM_{10}$ standard. Later in a published Federal Register in 1998, the EPA revoked the 1-Hour Ozone standard.

But in a decision made in mid May of 1999, the District of Columbia Court of Appeals stunned the environmental community by striking down the EPA's new standards for particulate matter, remanding the new 8-Hour Ozone standard for further work and ruled that the new Ozone standard is not enforceable. In June of 1999 EPA revoked the 1-Hour standard for the Southern New Hampshire Serious Non-attainment area leaving no non-attainment areas in the Southern New Hampshire Planning Commission region. In a September, 1999 memo to the Commission, the New Hampshire Department of Transportation (NHDOT) stated that EPA was considering reinstating the Ozone 1-Hour air quality standard for the Serious, Marginal, and Not-Classified Non-Attainment areas. On July 5, 2000, the Administrator of the Environmental Protection Agency (EPA) signed the final rulemaking notice to reinstate the 1-hour Ozone standard and the pre-existing designations in all areas where the 1-Hour standard had been found not to apply. In April of 2004, the EPA designated new non-attainment areas based on the 8-Hour standard. As per the new designation, three towns (Weare, New Boston, and Deerfield) would now be under attainment area, leaving the rest of the ten communities in non attainment area. Conformity for the new standard has to be demonstrated in Spring/Summer of 2005. The present analysis is based on the 1-Hour standard and boundaries.

## I-2 Changes Since The Last Conformity Analysis

The last conformity report was submitted to the NHDOT in October 2002 that included few changes to the model network and couple of amendments to the 2001-2003 TIP. This report is based on FY 2005-2007 Transportation Improvement Program , State's FY 2005-2014 Ten Year Transportation Improvement Program, and the updated Regional Transportation Plan with a horizon year of 2025.

This version of the RTP update was prepared using a new modeling software called TP+. Also the base year of the RTP was updated from 1995 to 2000.

This air quality analysis report also involves use of MOBILE 6.2 emission factors and a new set of air quality analysis years.

The following section presents the methodology used for air quality analysis for the Regional Transportation Plan and the Transportation Improvement Program for the SNHPC region.

## II-1 Projects Included In The Air Quality Analysis

Projects considered for air quality analysis could be grouped into two categories: Exempt projects and Not Exempt projects. These are defined as follows:

> Exempt Projects: Exempt projects are defined as highway and transit projects that are exempt from the requirement that a conformity determination be made. Examples of such projects might include, but are not limited to, hazard elimination programs, shoulder improvements, increasing sight distance, pavement resurfacing, purchase of support vehicles, vehicles for mass transit, planning and technical studies, etc. Such projects may proceed towards implementation even in the absence of a conforming Transportation Plan and TIP. States and MPOs must ensure that exempt projects do not interfere with TCM implementation.
>
> Not Exempt Projects: These are projects for which there are potential emission impacts on air quality.

Table 1 shows the list of Exempt projects in the Southern New Hampshire Planning Region. A brief description of some of these projects is provided in Appendix A towards the end of this report. The list of Not Exempt projects is provided in Table 2, with brief description of some of the projects included in Appendix B. These lists (Table 1 and Table 2) also show if the projects are coded into the Regional Transportation Model. These projects were selected from the Regional Transportation Plan, Transportation Improvement Program, and the approved list of Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement (TE) projects. The project completion years were determined in consultation with Municipalities and the New Hampshire Department of Transportation (NH DOT).

## II-2 Analysis Years

The analysis years for the conformity determination for HC and NOx are shown in Table 3. CO analysis years for the City of Manchester are also shown in this table.

TABLE 1 LIST OF EXEMPT PROJECTS

| Community[1] | Area Designation[2] | Project | Exempt Code[3] | Project # | Included in the Model |
|---|---|---|---|---|---|
| AU | M | Replace Bridge over Preston Brook on Dearborn Road | E-19 | 14082 | No |
| BE | M | Replace Bridge on US3 Over FEET & Associated Approach Work | E-19 | 13527 | No |
| BE | M | Replace Bridge over McQuade Brook on Campbell Road | E-19 | 14070 | No |
| BE | M | Rehabilitate Bridge over Riddle Brook on North Amherst Road | E-19 | 14084 | No |
| CH | M | Replace Bridge Over North Pond Brook on Fremont Road | E-19 | 13696 | No |
| DE | S | Intersection Improvement at NH 102 and NH 28 | E-51 | 13249 | No |
| DE | S | Center Turn Lane on NH 102 From Londonderry Town Line to Crystal Ave | E-16 | | Yes |
| DE | S | Rehab/Replace Bridge over Tributary 'G' on Bradford St | E-19 | 13648 | No |
| DE | S | Rehab/Replace Bridge over Beaver Brook on Fordway Road | E-19 | 13650 | No |
| DE | S | Rehab/Replace Bridge over Shield Brook on South Ave | E-19 | 13651 | No |
| DE | S | Rehab/Replace Bridge over Shield Brook on Florence Street | E-19 | 13652 | No |
| GO | M | Reconstruction of Mast St and N Main St[4] | - | | No |
| GO | M | Replace Bridge over Whittle Brook on Mountain Road | E-19 | 13686 | No |
| GO | M | Replace Bridge over Harry Brook on Henry Bridge Road | E-19 | 13687 | No |
| HO | M | Rehabilitate Bridge over I-93/FEET on Pine Street | E-19 | 13715 | No |
| HU/LO | S | NH 102 - Level and 1" Overlay from NH3A East to Buttrick Rd | E-10 | 13337 | No |
| LO | S | Mammoth Rd/Litchfield Stonehenge/Bartley Hill Rd Intersection Study | E-34 | 13015 | No |
| LO-DE | S | Construct Shoulders and Upgrade Drainage from NH 128 in Londonderry to Derry Compact Line | E-4 | 13791 | No |
| MA | M and CONAT | Operating Assistance for Fixed Route and Paratransit System | E-21 | | No |
| MA | M and CONAT | Capital Assistance for Preventive Maintenance of MTA Fleet | E-30 | | No |
| MA | M and CONAT | Capital Purchases | E-30 | | No |
| MA | M and CONAT | Replacement Buses | E-30 | | No |
| MA | M and CONAT | Railroad and Highway Grade Crossings in Granite Street Area, Reconstruct Crossing and Signals at | E-1 | | No |
| MA | M and CONAT | I-293/FEET Reconstruction and Bridge Rehab between NH 101 and Granite Street | E-10 | | No |
| MA | M and CONAT | Replace Radio System | E-25 | | No |
| MA | M and CONAT | Paratransit Scheduling Software | E-24 | | No |
| MA | M and CONAT | Maintenance Management Software | E-24 | | No |
| MA-WE | M and CONAT | Development of Former Manchester and North Weare Railroad into an Alternate Transportation Corr | E-45 | 13898 | No |
| NA-CO | M | Central Turnpike Resurfacing for SFY 2006 | E-10 | | No |
| NA-CO | M | Central Turnpike Resurfacing for SFY 2007 | E-10 | | No |
| NA-CO | M | Central Turnpike Resurfacing for SFY 2005 | E-10 | | No |

[1] AU=Auburn, BE=Bedford, CO=Concord, DE=Derry, GO=Goffstown, HO=Hooksett, HU=Hudson, LO=Londonderry, MA=Manchester, NA=Nashua, NO=Northwood, WE=Weare

[2] Area Designation: M=Marginal Non-Attainment Area S=Serious Non-Attainment Area CONAT= CO Not Classified Non-Attainment Area

[3] Exempt Code. Explanation is given in Appendix E

[4] Exempt/Not-Exempt status will be finalized in the future when a more detailed scope of the project is available

TABLE 2 LIST OF NOT-EXEMPT PROJECTS

| Community[1] | Area Designation[2] | Project | Project # | Category | Proposed Completion Year | Opening Year of AQ Analysis | Regionally Siginificant Project | Included in the Model |
|---|---|---|---|---|---|---|---|---|
| BE | M | Construct WB-On & WB-Off Ramps From NH 101 to Kilton Rd | 10018E | Build | 2007 | 2007 | No | Yes |
| BE | M | Landscaping Kilton Rd, US3, Berm Along NH 101 On-Ramp | 10018F | - | - | - | No | No |
| BE | M | NH101 Roadway/Bridge Recon from I-293 Interchange West to Plummer Rd | 10018D | - | - | - | No | No |
| BE | M | Widen NH 101 to 5 Lanes from Constitution Dr up to Wallace Rd | 13953 | Build | 2015 | 2017 | No | Yes |
| BE | M | Widen NH 101 to 5 Lanes from Wallace Rd up to Amherst TL[3] | | Build | By 2025 | 2025 | No | Yes |
| BE | M | Widen US 3 to 5 Lanes from Bridge over FEET to Merrimack TL[3] | | Build | By 2025 | 2025 | No | Yes |
| BE | M | Toll Plaza Expansion Adding 1 Toll Booth in Each Direction | 13603 | No-Build | 2004 | 2007 | No | Yes |
| BE | M | Widen Meetinghouse Road from US3 to Meetinghouse Terrace and Signalize the Intersection of Meetinghouse Road/NH 101 EB Ramps | | Build | 2006 | 2007 | No | Yes |
| MA | M | Reconstruction of Exit 6 on I-293 | | Build | By 2025 | 2025 | No | Yes |
| MA | M | Reconstruction of Exit 4 on I-293 | | Build | By 2025 | 2025 | No | Yes |
| BE/MA/LO | M/M and CONAT/S | Build Airport Access Road | 11512 | Build | 2010 | 2010 | No | Yes |
| DE | S | Construction of Bikepath to Connect Chester/Hampstead to Downtown Loop | 13507 | Build | 2005 | 2007 | No | Yes |
| DE/LO | S/S | Construction of Exit 4A | 13065 | Build | 2014 | 2017 | No | Yes |
| DE | S | Widen NH 28 to 5 Lanes from Ross's Corner to Londonderry Town Line | | Build | 2007 | 2007 | No | Yes |
| HO | M | Intersection Impr at US3/NH28 and NH 28 Bypass Int. & Coord signals | 12537 | Build | 2006 | 2007 | No | Yes/Off-Mod |
| HO | M | Widen US3/NH28 to 5 Lanes from Benton Rd to Martins Ferry Rd | | Build | 2009 | 2010 | No | Yes |
| HO | M | Widen US3/NH28 to 5 Lanes from Matins Ferry Rd to West Allice Ave | | Build | By 2025 | 2025 | No | Yes |
| HO | M | Construct Southern Segment of US3/NH28 Alternate Bypass[3] | | Build | By 2017 | 2017 | Yes | Yes |
| HO | M | Construct Northern Segment of US3/NH28 Alternate Bypass[3] | | Build | By 2025 | 2025 | Yes | Yes |
| HO | M | Widen US3/NH28 to 5 Lanes from Legends Dr to Hunt Street[3] | | Build | By 2017 | 2017 | Yes | Yes |
| HO | M | Build a Connector Road between US3/NH28 and Merrimack Street[3] | | Build | By 2007 | 2007 | No | Yes |
| LO | S | Widen NH 102 to 4 lanes from Hudson Town Line to NH 128[3] | | Build | By 2025 | 2025 | No | Yes |
| LO | S | Widen NH 102 to 5 lanes from I-93 East to Londonderry Road[3] | | Build | By 2017 | 2017 | No | Yes |
| LO | S | Widen NH 102 to 6 lanes from Buttrick Rd to NH 128[3] | | Build | By 2017 | 2017 | No | Yes |
| LO | S | Intersection Improvements at NH28/NH128 for safety and Traffic Flow | | Build | 2017 | 2017 | No | Yes |
| LO | S | Coordinate Traffic Signals on NH 102 from I-93 to NH 128 | 13116 | No-Build | 2002 | 2007 | No | Off-Model |
| LO | S | Construct approximately 6200 ft. of multipurpose path from Pills to Mammoth | 13872 | Build | 2007 | 2007 | No | Off-Model |
| LO | S | Construct Pettingill Rd connecting Harvey Rd and Airport Access Rd[3] | | Build | By 2010 | 2010 | No | Yes |
| MA | M and CONAT | Reconstruct Exit 7 on FEE Turnpike to Become Full Interchange | | Build | 2018 | 2025 | No | Yes |
| MA | M and CONAT | Construct 600 Space Park and Ride Structure | 13512 | Build | 2017 | 2017 | No | Off-Model |
| MA | M and CONAT | I-293 Lane Widening from I-93 Interchange to Merrimack River | 12110 | No-Build | 2005 | 2007 | No | Yes |
| MA | M and CONAT | Pavement Rehab and Bridge Recons from Merrimack River East to I-93 Int | 12110B | - | - | - | No | No |
| MA | M and CONAT | Pvmt Rehab of I-93/I-293 Ramps & Rehab Brdg Decks Over Mammoth Rd | 12110C | - | - | - | No | No |
| MA | M and CONAT | Ramp Addition (NB On and SB Off) to I-293 at Granite St Interchange | 10622 | Build | 2010 | 2010 | No | Yes |
| MA | M and CONAT | FEE Turnpike - Relocation of Allard Dr,Turner St, and Utilities | 10622B | - | - | - | No | No |
| MA | M and CONAT | Widen Granite St from Elm St up to South Main St | | Build | 2007 | 2007 | No | Yes |
| MA | M and CONAT | Relocate Airport Entrance On Brown Ave | | No-Build | 2003 | 2007 | Yes[4] | Yes |
| MA | M and CONAT | Computerized Transportation Information System in the SNHPC Region | 98-21CM | No-Build | 2001 | 2007 | No | Off-Model |
| MA | M and CONAT | Widen Brown Ave to 5 Lanes from Goffs Falls Rd up to Airport Rd and to 4 Lanes from Airport Rd up to Hazelton Ave[3] | | No-Build | 2005 | 2007 | No | Yes |
| MA | M and CONAT | Develop a multiuse bike/ped trail betw airp and Manchester downtown | 13873 | Build | 2007 | 2007 | No | Off-Model |
| SA/MA | S/M and CONAT | I-93 Widening from Exit 2 Northerly to Exit 4 (NH 102) | 10418A | Build | 2014 | 2017 | No | Yes |
| SA/MA | S/M and CONAT | I-93 Widening from Exit 4 to I-293 in Manchester | 10418B | Build | 2014 | 2017 | No | Yes |
| SA/MA | S/M and CONAT | Environmental Impact Study | 10418C | - | - | - | No | No |
| SA/MA | S/M and CONAT | Wetland Mitigation, Acquisition, Design, and Construction | 10418E | - | - | - | No | No |
| SA/MA | S/M and CONAT | Park and Ride @ Exit 5 (Londonderry) | 10418I | Build | 2006 | 2007 | No | Off-Model |

[1] AU=Auburn, BE=Bedford, CA=Candia DE=Derry, GO=Goffstown, HO=Hooksett, LO=Londonderry, MA=Manchester, NB=New Boston, RA=Raymond, WE=Weare, SA=Salem

[2] Area Designation: M=Marginal Non-Attainment Area S=Serious Non-Attainment Area, CONAT=CO Not Classified Non-Attainment Area

[3] These projects are taken from various studies and are part of the Regional Transportation Plan

[4] Suggested by the NH DOT

Updated 7/6/2004

TABLE 3 : ANALYSIS YEARS

| Ozone Non-Attainment Area | Classification | Analysis Year |
|---|---|---|
| Auburn, Bedford, Candia, Chester, Deerfield, Goffstown, Hooksett, Manchester, New Boston, Raymond, Weare | Marginal | 1990 |
| | | 2007 |
| | | 2017 |
| | | 2025 |
| Derry, Londonderry | Serious | 1990 |
| | | 2007 |
| | | 2017 |
| | | 2025 |
| **CO Non-Attainment Area** | **Classification** | **Analysis Year** |
| Manchester | Not Classified | 2010 |
| | | 2017 |
| | | 2025 |

## II-3 Build And No-Build Scenarios

For each of the above analysis years, two scenarios were formed: Build scenario, and No-Build scenario. If a project had a National Environmental Policy Act (NEPA) approval it was placed in the No-Build scenario. In cases where no NEPA approvals were necessary, if the project had received other required approvals or was being implemented or was implemented, or had been in a previously approved TIP then the project was included in the No-Build category.

If a project did not fall into any of the above categories, then the project was placed in the Build scenario. Once a project was placed in the Build scenario, it continued to be in the Build scenario for all of the analysis years and was not placed in the No-Build scenario until one of the above conditions was met.

## II-4 Analysis Methodology

In general, emission due to automobile travel on a highway link is determined by multiplying the amount of Vehicle Miles Traveled (VMT) on the link and an emission factor corresponding to the average travel speed of the automobiles on that link. Specifically the formula is as follows:

$$\text{Emissions(kg/day)} = \frac{\text{VMT x Emission Factor (gm/mile)}}{1000}$$

VMTs are estimated from the Travel Demand Model using TP+ travel demand modeling software. VMT is essentially the product of the link length and an estimation of daily travel on the link. Emission factors are estimated by the New Hampshire Department of Environmental Services using the MOBILE6.2 model. In finding the average speed on a link (on a daily basis), it was observed that approximately 40% of the total traffic occurs during the congested periods of the day

(7 A.M. to 9 A.M. and from 4 P.M. to 6 P.M.). As part of its output, the travel demand model also calculates the congested speed of the links which occurs during the rush (or congested) hours. Using this information, an average speed of any link is calculated using the weighted speeds during the congested and free flow conditions. Specifically this is calculated as follows:

Average Speed = 0.40 x Congested Speed + 0.60 x Free Flow Speed

The above calculations for each of the links in the *Travel Demand Model* provide emissions only on the coded links in the network. Trips on the coded links also use uncoded links, which produce emission that is not captured by the above calculations. In addition to these, there are *intrazonal trips* which are estimated by the model but are not assigned. These trips also produce emission. An off-model adjustment was done to estimate the amount of emission generated by these two additional sources of trips. The methodology used is included in Appendix C. Emission factors are provided in Appendix D.

## II-5 Special Generators

In order to consider the effect of sites that attract a large number of trips and whose trip production and attraction characteristics are not captured adequately by the trip generation equations, *special generators* were introduced in the Travel Demand Model. The following projects were considered for this purpose:

Mall of New Hampshire Expansion in Manchester: To represent the expansion of the Mall to double its original capacity, a gradual increase in trips over the years was assumed. Specifically 3000, 3342, 4200, 6400, and 7200 trips were added to 2000, 2002, 2007, 2017, and 2025 year scenarios. Also as part of the Mall Expansion, South Willow St was widened from John E. Devine Dr. to Huse Rd and the corresponding changes were included in the model's network.

Manchester Airport : The following trips are added to the Manchester airport traffic zone: for 2000, addition of 13,318 trips, for 2002, addition of 13,872 trips, for 2007, addition of 16,038 trips, for 2017, addition of 21,218 trips, and for 2025, addition of 26,308 trips.

Walmart Distribution Center in Raymond: A 1.2 million sq.ft. of Walmart Distribution Center located on the east side of NH Route 107, south of NH Route 101 in Raymond was represented by addition of 1,470 daily trips to the affected traffic zone.

Retail Development at I-93 Exit 10 in Hooksett: This development includes a clusted of big retail stores: 126,200 sq.ft. of Target Departmental store, 123,700 sq.ft. of Home Depot, 114,800 sq.ft. of BJ's Wholesale Club, 86,584 sq.ft. of Kohls' Departmental Store, 78,716 sq.ft. of Staples Home Office store, and a 6,000 sq.ft. of Restaurant. To represent the trip productions from this development site, the following trips were added to the affected traffic zone: 9,610 trips in 2007, 19,220 trips in 2017, and 19,220 trips in 2025.

II-6 Credits for the Air Quality Analysis

Adjustments to the Travel Demand Model due to the *approved* CMAQ projects are briefly described below. Credits for these projects were taken *in* the travel demand model.

East-West Pathway Corridors in Derry (Project # 12659): This project involved the construction of bike lanes in the Town of Derry. Two East-West corridors connecting the two existing North-South pathway corridors were constructed. This project provides non-motorized access to business, retail centers, and recreational facilities, and is expected to reduce vehicle trips by 2% in Derry downtown traffic zones. Trips in the affected traffic zones were correspondingly reduced by this amount for 2007, 2017, and 2025 scenarios in the Travel Demand Model before performing the emission calculations.

Londonderry TMA Project: This is a Transportation Management Association created for the Manchester Airport Industrial Park area that provides transit and rideshare facilities to the employees of the park. It is assumed that this project will continue at least till 2007 by private funding sources. A 3% reduction in trips was assumed for the affected traffic zones in 2000, 2002, and 2007 to represent the project in the Travel Demand Model.

Bike Path to Connect Chester and Hampstead to Downtown Loop (Project # 13507): This project consists of building pedestrian/bicycle connector routes to the Towns of Chester and Hampstead from Downtown loop. The overall distance of this pathway will be about 6 miles. The pathway will provide an alternative to the pedestrian/bicyclists to access the most popular destinations within the urban compact, eliminating the need to use automobiles. The air quality analysis for this project showed that there will be a reduction of 2.8% vehicular trips in affected traffic zones of 127-130 and 147. Correspondingly, a reduction of 5.6% (=2x2.8%) in vehicular trip-ends was applied to traffic zones 127-130 and 147 for 2007, 2017, and 2025.

Off-Model credits were taken for the following CMAQ projects and are shown in Table 5 that shows the detailed results and are described in Section III of this report. The amount of emission reductions were obtained from the Air Quality analysis performed for each of these projects during the application approcval process. The supporting documents are provided in Appendix F.

Signal Coordination on US3/NH28 in Hooksett (Project# 12537): This project involves coordinating traffic signals along very heavily traveled US3/NH28 corridor in the Town of Hooksett, starting from the intersection of NH 28 Bypass to the intersection of Legends Drive/Lindsay Road. This project will help in reducing motor vehicle emissions as follows:

| | **2007** | **2017** | **2025** |
|---|---|---|---|
| HC(kg/day) | 1.05 | 0.43 | 0.44 |
| NOx(kg/day) | 0.39 | 0.14 | 0.12 |

Construct 600 Space Park And Ride Structure With Intermodel Transportation Center In Manchester (13512): This project will involve constructing 600 space park and ride structure with intermodel transportation center and rail platform on a five acre site in Manchester near the Millyard and B&M Railraod. The structure will be used for carpool, vanpool, local and intercity bus and passenger rail modes. The air quality analysis shows that

due to the elimination of single occupant vehicles, there will be a reduction of emissions as follows:

| | **2017** | **2025** |
|---|---|---|
| HC (kgs/day) | 7.26 | 5.62 |
| NOx (kgs/day) | 11.84 | 7.60 |

Londonderry NH 102 Signal Coordination Project (13116): This project involves synchronizing signal systems on NH 102 from I-93 exit 4 to NH 128. Credits were taken as follows:

For 2007 HC=1.36 kg/day NOx=0.46 kg/day

For 2025 HC=0.62 kg/day NOx=0.15 kg/day

For 2017 HC = 0.61 kg/day NOx = 0.16 kg/day

Manchester Computerized Transportation Information System Project (98-21CM): This project invloves installing 5 kiosks at heavy pedestrian oriented sites. These kiosks provide information on commute and recreational travel for the southern New Hampshire area, as well as educating and encouraging public on alternate modes of transportation and its benefits. Air quality emission credits for this project were taken as follows (numbers outside the parenthesis represent credits for the build scenario and numbers in parenthesis represent credits for the no-build scenario):

2007 HC=6.0 (6.0) kg/day NOx=9.0 (9.0) kg/day

2025 HC=4.0 (3.0) kg/day NOx=4.0 (3.0) kg/day

2017 HC=4.0 (3.0) kg/day NOx=4.0 (4.0) kg/day

The total credits were proportionately divided among all the regional city and towns based on their share of VMTs.

Londonderry Sidewalk (13872): This project involves installing sidewalks and multipurpose paths along Pillsbury Road and NH 128 in the Town of Londonderry. Emission credits were taken as follows:

2007 HC=0.041 kg/day NOx=0.064 kg/day

2025 HC=0.016 kg/day NOx=0.017 kg/day

2017 HC=0.020 kg/day NOx=0.024 kg/day

South Manchester Rail Trail (13873): This project involves development of a multi use bikeway/pedestrian trail that serves as a north-south connector between Manchester Airport to the South and the revitalizing downtown Manchester to the North. The 3.3 mile corridor will connect with the River walk and from it the Piscataquog Trail heading west from Manchester to Goffstown. VOC and NOx credits were taken as follows:

| | | | | | |
|---|---|---|---|---|---|
| 2007 | HC=0.60 kg/day<br>NOx=0.92 kg/day | 2017 | HC=0.29 kg/day<br>NOx=0.35 kg/day | 2025 | HC=0.23 kg/day<br>NOx=0.24 kg/day |

Proposed Park and Ride Lot at Exit 5 on I-93: This project involves construction of a 500 space Park and Ride Lot at Exit 5 on I-93, as part of I-93 widening project. Emission credits for this project were taken as follows.

| | | | | | |
|---|---|---|---|---|---|
| 2007 | HC=1.73 kg/day<br>NOx=3.82 kg/day | 2017 | HC=1.72 kg/day<br>NOx=2.80 kg/day | 2025 | HC=1.33 kg/day<br>NOx=1.80 kg/day |

## RESULTS OF AIR QUALITY ANALYSIS

# Section III

A summary of the final results of the Vehicle Miles Traveled (VMT), and emission analysis are shown in Tables 4. Table 4a shows the emission results for the serious non-attainment area that includes the Towns of Derry and Londonderry. Table 4b shows the same for the marginal non-attainment area. The VMT and emission values in this report reflect a 15% (provided by the New Hampshire Department of Transportation) increase above the daily average to represent the peak summer months. Though the base year for the regional transportation plan is 2000, the base year for air quality analysis is 1990 and as such, the 1990 VMT and emission values were obtained from the old plans where the base year of the plan was 1990.

In general, though there is increase in VMT over the years, the emissions do decrease. This is due to improved emission factors in future years because of cleaner vehicles and other actions taken by the State to reduce emissions. Table 5 shows detailed results of VMT and emission analysis along with credits taken for the eligible projects. These credits are described in the previous section.

A CO analysis for the City of Manchester for winter months is shown in Table 6. The VMTs from the model are reduced by 9% to reflect the decrease in VMT during the winter months from the daily averages.

As can be seen from the results, emissions for all the years are lower than the base year (1990) emissions. The budget test will be performed by the NHDOT/NHDES once air quality analysis results from the entire state are available.

TABLE 4 OZONE ANALYSIS SUMMARY

**Table 4a Portion of SNHPC Region in the Southern NH Serious Non-Attainment Area**

| Year | Scenario | Daily VMT | VOC(Kg/day) | Nox(kg/day) |
|---|---|---|---|---|
| 1990 | Base | 1,366,197 | 3,813 | 6,855 |
| 2007 | No Build | 1,951,917 | 1,337 | 2,518 |
| | Build | 1,946,552 | 1,333 | 2,510 |
| | % Change | -0.27 | -0.25 | -0.31 |
| 2017 | No Build | 2,238,534 | 636 | 868 |
| | Build | 2,245,271 | 635 | 872 |
| | % Change | 0.30 | -0.20 | 0.38 |
| 2025 | No Build | 2,499,963 | 508 | 511 |
| | Build | 2,506,261 | 506 | 515 |
| | % Change | 0.25 | -0.35 | 0.77 |

**Table 4b Portion of SNHPC Region in the Manchester Marginal Non-Attainment Area**

| Year | Scenario | Daily VMT | Voc(Kgs/day) | Nox(kgs/day) |
|---|---|---|---|---|
| 1990 | Base | 5,001,666 | 14,780 | 25,270 |
| 2007 | No Build | 6,749,128 | 4,671 | 8,277 |
| | Build | 6,751,013 | 4,671 | 8,279 |
| | % Change | 0.03 | 0.02 | 0.02 |
| 2017 | No Build | 7,729,662 | 2,201 | 2,878 |
| | Build | 7,631,242 | 2,169 | 2,848 |
| | % Change | -1.27 | -1.43 | -1.02 |
| 2025 | No Build | 8,599,283 | 1,746 | 1,702 |
| | Build | 8,490,707 | 1,717 | 1,685 |
| | % Change | -1.26 | -1.69 | -1.03 |

# TABLE 5 DETAILED VMT AND EMISSION RESULTS

**Table 5a 1990 Ozone Analysis Results**

| 1990 RESULTS | | | |
|---|---|---|---|
| **NON-ATTAINMENT AREA** | | TOTAL EMISSION (Kg/day) | |
| | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 1,366,197 | 3,813 | 6,855 |
| MANCHESTER Marginal (Part) | 5,001,666 | 14,780 | 25,270 |
| TOTAL | 6,367,863 | 18,593 | 32,124 |

## Table 5b 2007 Ozone Analysis Summary

**Manchester CTIS Kiosk Credit**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 1548 | 1.33 | 2.10 |
| MANCHESTER Marginal (Part) | 5364 | 4.67 | 6.90 |
| TOTAL | 6912 | 6.00 | 9.00 |

**Londonderry Signal Coord Credit**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 0 | 1.28 | 0.45 |
| MANCHESTER Marginal (Part) | 0 | 0.00 | 0.00 |
| TOTAL | 0 | 1.28 | 0.45 |

**Hooksett Signal Coord Credit**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 0 | 0.00 | 0.00 |
| MANCHESTER Marginal (Part) | 0 | 0.99 | 0.36 |
| TOTAL | 0 | 0.99 | 0.36 |

**Londonderry Sidewalk Credit**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 53 | 0.038 | 0.060 |
| MANCHESTER Marginal (Part) | 0 | 0.000 | 0.000 |
| TOTAL | 53 | 0.038 | 0.060 |

**South Manchester Rail Trail Credit**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 0 | 0.00 | 0.00 |
| MANCHESTER Marginal (Part) | 760 | 0.55 | 0.86 |
| TOTAL | 760 | 0.55 | 0.86 |

**I-93 Exit 5 Park and Ride Lot**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 2,560 | 1.600 | 3.650 |
| MANCHESTER Marginal (Part) | 0 | 0.000 | 0.000 |
| TOTAL | 2,560 | 1.600 | 3.650 |

**Total Credit**

| NON-ATTAINMENT AREA | VMT | HC | NOX |
|---|---|---|---|
| SOUTHERN NH Serious (Part) | 4161 | 4.26 | 6.25 |
| MANCHESTER Marginal (Part) | 6124 | 6.21 | 8.12 |
| TOTAL | 10285 | 10.46 | 14.38 |

**2007 N0-BUILD RESULTS**

| | | EMISSION (kg/day) | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 1,951,917 | 1,337 | 2,518 |
| MANCHESTER Marginal (Part) | 6,749,128 | 4,671 | 8,277 |
| TOTAL | 8,701,045 | 6,007 | 10,795 |

**2007 BUILD RESULTS w/out CREDIT**

| | | EMISSION (kg/day) | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 1,950,713 | 1,338 | 2,516 |
| MANCHESTER Marginal (Part) | 6,757,137 | 4,678 | 8,287 |
| TOTAL | 8,707,850 | 6,015 | 10,804 |

**2007 BUILD RESULTS with CREDIT**

| | | EMISSION (kg/day) | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 1,946,552 | 1,333 | 2,510 |
| MANCHESTER Marginal (Part) | 6,751,013 | 4,671 | 8,279 |
| TOTAL | 8,697,565 | 6,005 | 10,789 |

# Table 5c 2017 Ozone Analysis Summary

| Manchester CTIS Kiosk Credit | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 1859 | 0.91 | 0.94 |
| MANCHESTER Marginal (Part) | 6303 | 3.09 | 3.06 |
| TOTAL | 8162 | 4.00 | 4.00 |

| Londonderry Signal Coord Credit | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 0 | 0.50 | 0.13 |
| MANCHESTER Marginal (Part) | 0 | 0.00 | 0.00 |
| TOTAL | 0 | 0.50 | 0.13 |

| Hooksett Signal Coordination | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 0 | 0.00 | 0.00 |
| MANCHESTER Marginal (Part) | 0 | 0.36 | 0.10 |
| TOTAL | 0 | 0.36 | 0.10 |

| Manchester 600 Space Park & Ride | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 4919 | 1.28 | 2.10 |
| MANCHESTER Marginal (Part) | 16681 | 4.36 | 7.14 |
| TOTAL | 21600 | 5.64 | 9.24 |

| Londonderry Sidewalk | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 53 | 0.016 | 0.018 |
| MANCHESTER Marginal (Part) | 0 | 0.000 | 0.000 |
| TOTAL | 53 | 0.016 | 0.018 |

| South Manchester Rail Trail | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 0 | 0.000 | 0.000 |
| MANCHESTER Marginal (Part) | 760 | 0.220 | 0.260 |
| TOTAL | 760 | 0.220 | 0.260 |

| I-93 Exit 5 Park and Ride Lot | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 5120 | 1.340 | 2.190 |
| MANCHESTER Marginal (Part) | 0 | 0.000 | 0.000 |
| TOTAL | 5120 | 1.340 | 2.190 |

| Total Credit | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 11950 | 4.05 | 5.38 |
| MANCHESTER Marginal (Part) | 23745 | 8.03 | 10.56 |
| TOTAL | 35695 | 12.08 | 15.93 |

| 2017 N0-BUILD RESULTS | | | |
|---|---|---|---|
| | | EMISSION (kg/day) | |
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 2,238,534 | 636 | 868 |
| MANCHESTER Marginal (Part) | 7,729,662 | 2,201 | 2,878 |
| TOTAL | 9,968,196 | 2,837 | 3,746 |

| 2017 BUILD RESULTS w/out CREDIT | | | |
|---|---|---|---|
| | | EMISSION (kg/day) | |
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 2,257,222 | 639 | 877 |
| MANCHESTER Marginal (Part) | 7,654,987 | 2,177 | 2,859 |
| TOTAL | 9,912,209 | 2,816 | 3,736 |

| 2017 BUILD RESULTS with CREDIT | | | |
|---|---|---|---|
| | | EMISSION (kg/day) | |
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 2,245,271 | 635 | 872 |
| MANCHESTER Marginal (Part) | 7,631,242 | 2,169 | 2,848 |
| TOTAL | 9,876,514 | 2,804 | 3,720 |

## Table 5d 2025 Ozone Analysis Summary

| Manchester CTIS Kiosk Credit | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 2056 | 0.91 | 0.94 |
| MANCHESTER Marginal (Part) | 6952 | 3.09 | 3.06 |
| TOTAL | 9008 | 4.00 | 4.00 |

| Londonderry Signal Coord Credit | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 0 | 0.45 | 0.10 |
| MANCHESTER Marginal (Part) | 0 | 0.00 | 0.00 |
| TOTAL | 0 | 0.45 | 0.10 |

| Hooksett Signal Coordination | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 0 | 0.00 | 0.00 |
| MANCHESTER Marginal (Part) | 0 | 0.36 | 0.07 |
| TOTAL | 0 | 0.36 | 0.07 |

| Manchester 600 Space Park & Ride | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 4930 | 0.90 | 1.10 |
| MANCHESTER Marginal (Part) | 16670 | 3.05 | 3.70 |
| TOTAL | 21600 | 3.95 | 4.80 |

| Londonderry Sidewalk | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 53 | 0.011 | 0.010 |
| MANCHESTER Marginal (Part) | 0 | 0.000 | 0.000 |
| TOTAL | 53 | 0.011 | 0.010 |

| South Manchester Rail Trail | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 0 | 0.000 | 0.000 |
| MANCHESTER Marginal (Part) | 760 | 0.160 | 0.140 |
| TOTAL | 760 | 0.160 | 0.140 |

| I-93 Exit 5 Park and Ride Lot | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 5120 | 0.940 | 1.140 |
| MANCHESTER Marginal (Part) | 0 | 0.000 | 0.000 |
| TOTAL | 5120 | 0.940 | 1.140 |

| Total Credit | | | |
|---|---|---|---|
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 12159 | 3.22 | 3.29 |
| MANCHESTER Marginal (Part) | 24382 | 6.66 | 6.98 |
| TOTAL | 36541 | 9.88 | 10.26 |

| 2025 N0-BUILD RESULTS | | | |
|---|---|---|---|
| | | EMISSION (kg/day) | |
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 2,499,963 | 508 | 511 |
| MANCHESTER Marginal (Part) | 8,599,283 | 1,746 | 1,702 |
| TOTAL | 11,099,246 | 2,254 | 2,213 |

| 2025 BUILD RESULTS w/out CREDIT | | | |
|---|---|---|---|
| | | EMISSION (kg/day) | |
| NON-ATTAINMENT AREA | VMT | HC | NOX |
| SOUTHERN NH Serious (Part) | 2,518,421 | 509 | 518 |
| MANCHESTER Marginal (Part) | 8,515,089 | 1,723 | 1,692 |
| TOTAL | 11,033,510 | 2,233 | 2,210 |

| 2025 BUILD RESULTS with CREDIT | | | |
|---|---|---|---|
| | | EMISSION (kg/day) | |
| NON-ATTAINMENT AREA | VMT | HC(kg/day) | NOX(kg/day) |
| SOUTHERN NH Serious (Part) | 2,506,261 | 506 | 515 |
| MANCHESTER Marginal (Part) | 8,490,707 | 1,717 | 1,685 |
| TOTAL | 10,996,969 | 2,223 | 2,200 |

**TABLE 6 CO ANALYSIS RESULTS FOR MANCHESTER**

| Year | Scenario | Average Daily Values | | Winter Month Values[1] | | Results with Credit | |
|---|---|---|---|---|---|---|---|
| | | VMT | CO (Kg/day) | VMT | CO (Kg/day) | VMT | CO (Kg/day) |
| 1990 | - | 1,642,378 | 59,661 | 1,494,564 | 54,292 | 1,494,564 | 54,292 |
| 2010 | No-Build | 2,238,811 | 31,560 | 2,037,318 | 28,720 | 2,037,318 | 28,720 |
| | Build | 2,155,371 | 30,425 | 1,961,388 | 27,687 | 1,954,430 | 27,541 |
| 2017 | No-Build | 2,413,851 | 26,320 | 2,196,604 | 23,951 | 2,196,604 | 23,951 |
| | Build | 2,352,804 | 25,771 | 2,141,052 | 23,452 | 2,133,383 | 23,314 |
| 2025 | No-Build | 2,640,519 | 26,074 | 2,402,872 | 23,727 | 2,402,872 | 23,727 |
| | Build | 2,575,888 | 25,575 | 2,344,058 | 23,273 | 2,337,054 | 23,170 |

[1] A winter time adjustment factor of 0.91 is used as instructed by the NHDOT

No credits were taken for any projects, as the emission values are well under budget

# EXHIBITS

| | |
|---|---|
| Exhibit A | Brief Description of Some Exempt Projects |
| Exhibit B | Brief Description of Some Not-Exempt |
| Exhibit C | Off-Model Adjustment Method to Emission Calculation |
| Exhibit D | Emission Factors |
| Exhibit E | Exempt Codes |
| Exhibit F | Off-Model Credit Documents |

**EXHIBIT A BRIEF DESCRIPTION OF SOME EXEMPT PROJECTS**

- Intersection Improvement at NH 102 and NH 28 (Derry)

  This project involves modifying the intersection geometry to relieve congestion and improve safety in the area. Turning lanes will be added on NH 102 and NH 28. Detailed description of this project will be provided in the future when available.

- Center Turn Lane on NH 102 From Londonderry Town Line to Crystal Ave (Derry)

  A center turn lane on currently two lane NH 102 between Crystal Ave and Londonderry town line will also be added as part of this project. The status of this project is uncertain at this moment because of the exit 4A project in the area.

- Operating Assistance for Fixed Route and Paratransit System (Manchester MTA)

  This is an annual operating assistance to the Manchester Transit Authority in the amount of $2.12 million, $2.33 million, and $2.57 million for 2005, 2006, and 2007 respectively.

- Capital Assistance for Preventive Maintenance of MTA Fleet (Manchester MTA)

  This project involves purchasing equipments ans services for preventive maintenance of MTA fleet. Funding for this project is as follows: $275,000 for FY 2005, $300,000 for FY 2006, and $325,000 for FY 2007.

- Paratransit Scheduling Software (Manchester MTA)

  Software will be purchased for the Manchester Transit Authority to help in scheduling paratransit routes. The funding for this project is $50,000 for FY 2005.

**EXHIBIT B BRIEF DESCRIPTION OF SOME NOT-EXEMPT AND CODED PROJECTS**

- Build Airport Access Rd (Bedford/Manchester/Londonderry)
  Project # 11512

  A four lane highway will be constructed connecting F.E. Everett Turnpike to the Manchester Airport through relocated South Perimeter Rd. Grade separated interchange at US 3 and Brown Ave will also facilitate better access for these heavy traffic roadways to the airport and to the industrial park in the area. This project is expected to allow better access to the rapidly expanding Manchester airport and relieve congestion on Brown Ave, which is the major access point to the airport at present.

- Construction of Exit 4A (Derry/Londonderry)

  This study is still in progress and a final alignment for the exit is yet to be determined. But for the moment it is assumed that the alignment will be consistent with the original Derry Master Plan study recommendation. According to this concept, this exit would be built between existing exits 4 and 5 on I-93 and a new roadway will connect this exit with Folsom Rd in the Town of Derry. Folsom Road and Tsienneto Road will be improved as part of this project. This project would divert NH 102 traffic in the Town of Derry downtown and thus relieve NH 102 corridor in the town of Derry of traffic congestion. This project will also help in opening up some industrially zones lands in Londonderry that is expected to contribute to the economic base for the Town of Londonderry.

- Widen NH 102 to Four Lanes from Hudson Town Line to NH 128 (Londonderry)

  This project involves widening of NH 102 from two to four lanes between Hudson town line and NH 128 and necessary intersection improvements along the corridor. As per the 2004 update of the NH 102 Corridor studies for the Town of Londonderry, depending on the zoning scenario assumed, the corridor needs to be widened to either 6 lanes or 4 lanes by 2025 from the existing 2 lanes.

- Widen NH 102 from I-93 east to Londonderry Road (Londonderry)

  Widening of NH 102 corridor between I-93 and Londonderry Road from two to four lanes with a center turn lane will be part of exit 4A project.

- Widen NH 102 to 6 lanes from Buttrick Rd to NH 128 (Londonderry)

  The existing two lane highway will be upgraded to a six lane (three in each direction) highway between Buttrick Rd and NH 128. This will increase the capacity and traffic flow efficiency of the corridor. This is one of the main recommendations of the NH 102 central corridor study for the Town of Londonderry.

- Coordinate Traffic Signals on NH 102 from I-93 to NH 128 (Londonderry)
  Project # 13116

  This project will involve installation of a coordinated traffic signal system along NH 102 corridor from I-93 interchange (exit 4) westerly to the NH Route 128 intersection in Londonderry. This project is expected to improve the traffic flow and speeds through multiple signals on NH Route 102 at its intersection with I-93 NB/SB ramps, the Londonderry carpool lot, Gilcrest Rd, Appletree Mall, and NH Route 128.

- I-293 Lane Widening from I-93 interchange to Merrimack River (Manchester)
  Project # 12110

  This 2.6 mile section of the freeway carries a very high traffic volume all year long. As such, it suffers rather considerable amount of wear and tear. Rehabilitation of this section will involve paving and fixing of minor cracks and fills etc to the existing pavement. Also due to the modification of the Airport Access Road layout, it is now necessary to add capacity to this section of the freeway and as such an additional lane in each direction will be added.

- Ramp Addition (NB On and SB Off) to I-293 at Granite St Interchange (Manchester)
  Project # 10622

  This project undertakes the construction of a northbound on-ramp and a southbound off-ramp on I-293 at Granite St to provide better access to the Manchester CBD.

- Widen Granite Street from Elm Street to South Main Street (Manchester)

  Upgrading Granite Street interchange on I-293 to a full interchange will increase traffic on Granite Street. Also, due to the new Civic Center on Elm Street and Granite Street intersection, traffic has increased on Granite Street. Due to all these factors, Granite Street is proposed to be widened from four lanes to six lanes throughout most of the length of Granite Street. On the bridge, it will be widened to seven lanes.

- Relocate Airport Entrance on Brown Ave (Manchester)

  The existing Airport Road (airport entrance) will be reconfigured for a smoother flow of traffic into and out of the airport and for a seamless merge with the proposed airport access road.

- Computerized Transportation Information System (CTIS) in the SNHPC Region (Manchester)
  Project # 98-21CM

  This project involves setting up a Computerized Transportation Information System (CTIS) throughout SNHPC member communities at 5 locations – Mall of New Hampshire in Manchester, Manchester Airport, Walmart in Hooksett, Shop and Save in Raymond, and Public Library in Derry. The system consists of kiosks located at strategic points that people can use to perform ridesharing match either for daily commute or for single trip (for workshop, conference, etc.). In addition to the above capabilities, the kiosks provide information on transit schedules and fares, airport and airline schedules, inter-city bus, roadway construction projects, and real time traffic incident. The ride matching program is expected to help in reducing Single Occupant Vehicles (SOV) on the highways through carpools and vanpools. The kiosks also disseminate information on alternate commute options and provide the user with the cost of commute by “drive alone” option.

- I-93 Widening from Exit 2 Northerly to Exit 4 (Salem/Manchester)
  (Project # 10418A)

  Interstate 93 South of exit 4 near the Derry/Windham town line is a four lane facility that experiences severe congestion during the peak commute periods and during holidays when tourists are traveling to the northern areas of the state for recreation. In order to relieve existing congestion and accommodate future demands, this facility will be upgraded to an eight lane facility.

- I-93 Widening from Exit 4 to I-293 in Manchester (Salem/Manchester)
  (Project # 10418B)

  For similar reasons portrayed for its conjugate project (# 10418A), the existing four lane facility will be upgraded to eight lanes upon completion of this project.

- Construct 600 Space Park and Ride Structure in Manchester (Manchester)
  (Project #13512)

  This project will involve constructing 600 space park and ride structure with inter-modal transportation center and rail platform on a five acre site in Manchester near the Millyard and B&M Railroad. This facility will be used for carpool/vanpool, local and inter-city bus and passenger rail modes.

- Park and Ride Lot at Exit 5 on I-93 (Londonderry)
  (Project #10418I)

  As part of the I-93 widening project, a 500 space Park and Ride lot will be constructed near exit 5 on I-93. The lot will be located west of the interchange along NH 28 where currently the Exxon Gas Station/Cycle World and the Senior Center exist. These lots will be built in advance of the highway widening to facilitate commuter travel during the construction period.

**EXHIBIT C OFF-MODEL ADJUSTMENTS TO EMISSION CALCULATION**

There are two major sources of VMTs : Interzonal Trip VMT
Intrazonal Trip VMT

Interzonal Trip VMT further has two sources : Coded Link VMT
Uncoded Link VMT

Combining the above we have these VMT sources : Interzonal Coded Link VMT
Interzonal Uncoded Link VMT
Intrazonal Trip VMT

In doing conformity analysis, we calculate emissions from all these three sources.

**1) Interzonal Coded Emissions :**

For each link in the network,

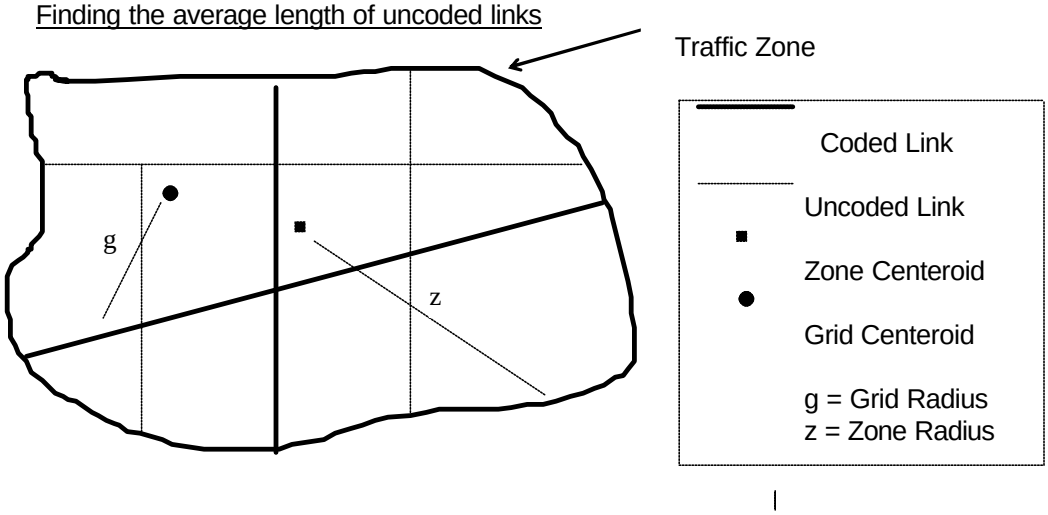
$$\text{Emission (kg/day)} = \frac{\text{Emission Factor (corresponding to average link speed in gm/mile)} \times \text{VMT}}{1000}$$

where,
Average Link Speed = 0.60 x Free-flow Speed (mph) + 0.40 x Congested Speed (mph)
VMT = Total volume on a link x Link distance (miles)

These equations are included in the emission calculation model, which provides VMTs, and emission for each of the links coded in the network. These values are then summed for all the coded links.

**2) Interzonal Uncoded Emissions**

Finding the average length of uncoded links




The above figure shows a traffic zone with coded and uncoded roads. Let's assume that the average length of uncoded road is the average radius of all the grids formed by the coded links.

So we can say, $\pi(g)^2$ x (No of grids in the TZ) = Area of the TZ

From the above equation we can find the average length of uncoded road,
$g = [(\text{Area of the TZ})/\{(\text{No. of grids in the TZ}) \times (\pi)\}]^{(1/2)}$

Finding Interzonal Trips

The INs, OUTs, and INTRAs are calculated using the MATRIX module after the trips are balanced in the TP+. The TOTAL column in this module is the sum of INS and OUTS (not INTRAS, because INS and OUTS have INTRAS included in them). So to find the *Interzonal trips*, INTRAS are subtracted from the TOTAL column.

Finding Interzonal Uncoded VMT

So, from the above two steps we have average uncoded link length and interzonal trips for each traffic zone. Now to find the VMT, we multiply interzonal trip and average uncoded link length :

Interzonal Uncoded VMT (for each TZ)
= Interzonal Trip in the TZ x Average Uncoded Link Length of the TZ

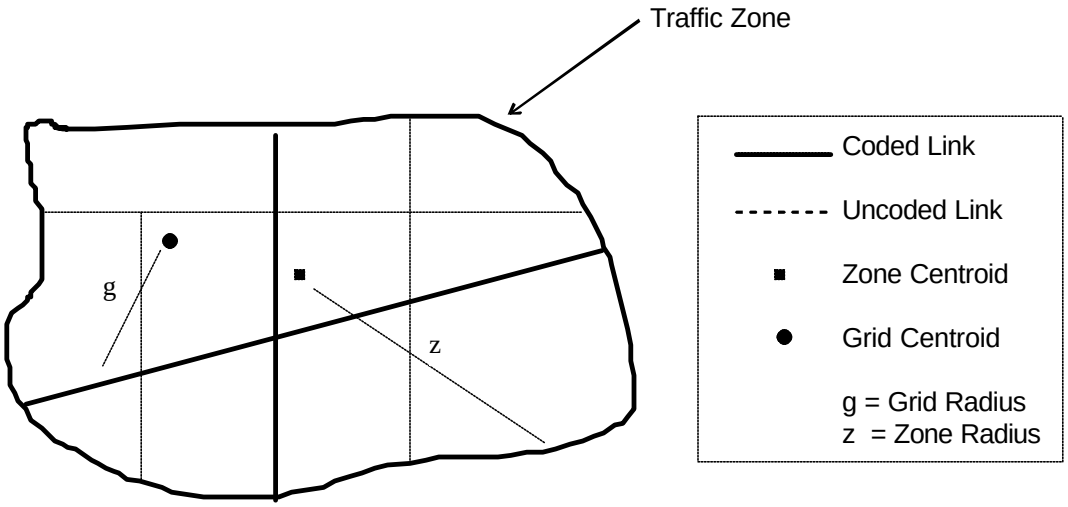
This is done for each traffic zone and the results are summed up to get the region wide VMT value.

Finding Interzonal Uncoded Emissions

Interzonal Uncoded Link Trip Emission for a TZ
= Interzonal Uncoded VMT for that TZ x Emission Factor

Now the question is, what emission factor to use, because emission factor depends on the average speed on the link. Since these are uncoded links, there is no information available on its speed. So, an average speed of 25 mph on these roads are assumed and the corresponding emission factor is selected for use in the emission calculation.

**2) Intrazonal Emissions**




Finding the average length of travel for intrazonal trips

It is assumed that the average length of travel for intrazonal trips is the average radius of the traffic zone.

So, If z is the average radius of the TZ, $\pi(z)^2$ = Area of TZ

Therefore, average length of travel, $z = \{(\text{Area of TZ})/(\pi)\}^{1/2}$

Finding Intrazonal Trips

As mentioned earlier INS,OUTS, and INTRAS for each traffic zone are calcultade in TP+ using the MATRIX module after trip balacing. The "INTRAS" are intrazonal trips.

Finding Intrazonal Trips VMT

Intrazonal Trip VMT (for any TZ)
= Intrazonal Trip for the TZ x Average Length of Travel for Intrazonal Trips in the TZ

Finding Intrazonal Trip Emissions

Intrazonal Trip Emission for a TZ
= Interzonal Trip VMT for that TZ x Emission Factor

For this case we assume an average speed of 30 mph and use the corresponding emission factor. All VMTs and emissions are summed to find the values for the entire region.

**Example:** Following is an example for a traffic zone taken from the study area:

| Zone | Ins | Outs | Intras (a) | Total (b) | Zone Radius (Mile) (c) | Grid Radius (Mile) (d) | Uncoded Link VMT (b-a)xd | Intrazonal VMT axc |
|---|---|---|---|---|---|---|---|---|
| **1** | **11,498** | **11,498** | **2,460** | **22,997** | **0.79** | **0.32** | **6,571** | **1,943** |

**Emission Calculation :** Uncoded Links

The emission factors for HC and NOx at 25 mph speed are 1.272 and 2.013 (gm/mile) for freeways and 1.273 and 1.911 for arterials respectively for the year 2002 for which the above values were obtained. Hence, the HC emission on uncoded links = 6571 x 1.273 = 8,364 gm/day = 8.36 kg/day. Similar calculations yield 12.55 kg/day for NOx emission. In both of these calculations, the arterial factors used as freeways are always coded.

Intarzonal Trips

Emission factors for HC and NOx at 30 mph speed are 1.207 and 1.990 for freeways, and 1.199 and 1.843 (gm/mile) for arterials respectively for the year 2002. HC emission due to the intrazonal trips = 1943 x 1.199 = 2,329 gm/day = 2.33 kg/day. Similarly, the NOx emission is 3.58 kg/day. Arterial factors are used for similar reasons stated for uncoded link emission calculations.

| | 2002 | | | | 2007 | | | |
|---|---|---|---|---|---|---|---|---|
| | Arterial | | Freeway | | Arterial | | Freeway | |
| Speed | HC | NOx | HC | NOx | HC | NOx | HC | NOx |
| **2.5** | 8.114 | 3.466 | | | 5.261 | 2.196 | | |
| **3** | 6.539 | 3.331 | 6.695 | 3.422 | 4.199 | 2.110 | 4.311 | 2.121 |
| **4** | 4.571 | 3.163 | 4.727 | 3.254 | 2.870 | 2.001 | 2.983 | 2.013 |
| **5** | 3.390 | 3.062 | 3.546 | 3.153 | 2.073 | 1.936 | 2.186 | 1.948 |
| **6** | 2.925 | 2.887 | 2.935 | 2.982 | 1.782 | 1.822 | 1.789 | 1.837 |
| **7** | 2.592 | 2.762 | 2.587 | 2.809 | 1.574 | 1.740 | 1.572 | 1.723 |
| **8** | 2.342 | 2.668 | 2.326 | 2.679 | 1.417 | 1.678 | 1.409 | 1.638 |
| **9** | 2.148 | 2.596 | 2.123 | 2.578 | 1.296 | 1.631 | 1.282 | 1.572 |
| **10** | 1.993 | 2.537 | 1.960 | 2.497 | 1.199 | 1.593 | 1.181 | 1.520 |
| **11** | 1.887 | 2.448 | 1.836 | 2.417 | 1.135 | 1.533 | 1.105 | 1.467 |
| **12** | 1.799 | 2.373 | 1.744 | 2.332 | 1.082 | 1.484 | 1.050 | 1.411 |
| **13** | 1.724 | 2.309 | 1.667 | 2.259 | 1.037 | 1.442 | 1.004 | 1.363 |
| **14** | 1.660 | 2.255 | 1.600 | 2.197 | 0.999 | 1.406 | 0.964 | 1.322 |
| **15** | 1.604 | 2.208 | 1.543 | 2.143 | 0.966 | 1.375 | 0.929 | 1.286 |
| **16** | 1.551 | 2.162 | 1.495 | 2.105 | 0.934 | 1.344 | 0.900 | 1.261 |
| **17** | 1.505 | 2.121 | 1.457 | 2.090 | 0.906 | 1.317 | 0.878 | 1.250 |
| **18** | 1.463 | 2.085 | 1.424 | 2.077 | 0.881 | 1.293 | 0.857 | 1.241 |
| **19** | 1.426 | 2.053 | 1.395 | 2.066 | 0.858 | 1.272 | 0.839 | 1.233 |
| **20** | 1.393 | 2.024 | 1.368 | 2.055 | 0.838 | 1.252 | 0.823 | 1.226 |
| **21** | 1.364 | 1.997 | 1.344 | 2.046 | 0.821 | 1.234 | 0.808 | 1.220 |
| **22** | 1.339 | 1.972 | 1.324 | 2.036 | 0.806 | 1.218 | 0.796 | 1.213 |
| **23** | 1.315 | 1.950 | 1.305 | 2.028 | 0.792 | 1.203 | 0.785 | 1.207 |
| **24** | 1.293 | 1.930 | 1.288 | 2.020 | 0.779 | 1.190 | 0.774 | 1.202 |
| **25** | 1.273 | 1.911 | 1.272 | 2.013 | 0.767 | 1.177 | 0.765 | 1.197 |
| **26** | 1.256 | 1.895 | 1.257 | 2.007 | 0.756 | 1.167 | 0.756 | 1.193 |
| **27** | 1.240 | 1.881 | 1.244 | 2.002 | 0.747 | 1.158 | 0.747 | 1.190 |
| **28** | 1.225 | 1.867 | 1.231 | 1.998 | 0.738 | 1.149 | 0.739 | 1.187 |
| **29** | 1.211 | 1.855 | 1.219 | 1.994 | 0.729 | 1.141 | 0.732 | 1.184 |
| **30** | 1.199 | 1.843 | 1.207 | 1.990 | 0.722 | 1.133 | 0.725 | 1.182 |
| **31** | 1.185 | 1.838 | 1.195 | 1.988 | 0.714 | 1.129 | 0.718 | 1.180 |
| **32** | 1.172 | 1.832 | 1.183 | 1.986 | 0.706 | 1.126 | 0.711 | 1.179 |
| **33** | 1.160 | 1.828 | 1.171 | 1.984 | 0.699 | 1.123 | 0.704 | 1.178 |
| **34** | 1.149 | 1.823 | 1.161 | 1.983 | 0.693 | 1.120 | 0.698 | 1.178 |
| **35** | 1.138 | 1.819 | 1.150 | 1.982 | 0.687 | 1.117 | 0.692 | 1.177 |
| **36** | 1.131 | 1.825 | 1.143 | 1.988 | 0.682 | 1.122 | 0.687 | 1.182 |
| **37** | 1.124 | 1.831 | 1.136 | 1.994 | 0.677 | 1.126 | 0.683 | 1.186 |
| **38** | 1.118 | 1.836 | 1.130 | 1.999 | 0.673 | 1.131 | 0.678 | 1.190 |
| **39** | 1.111 | 1.842 | 1.124 | 2.005 | 0.669 | 1.135 | 0.674 | 1.194 |
| **40** | 1.106 | 1.847 | 1.118 | 2.013 | 0.665 | 1.138 | 0.670 | 1.200 |
| **41** | 1.100 | 1.859 | 1.112 | 2.025 | 0.662 | 1.147 | 0.667 | 1.209 |
| **42** | 1.094 | 1.870 | 1.106 | 2.036 | 0.658 | 1.155 | 0.663 | 1.217 |
| **43** | 1.088 | 1.881 | 1.100 | 2.047 | 0.654 | 1.163 | 0.659 | 1.225 |
| **44** | 1.083 | 1.891 | 1.095 | 2.058 | 0.651 | 1.171 | 0.656 | 1.233 |
| **45** | 1.078 | 1.901 | 1.090 | 2.076 | 0.648 | 1.178 | 0.653 | 1.246 |
| **46** | 1.073 | 1.918 | 1.084 | 2.093 | 0.645 | 1.190 | 0.649 | 1.259 |
| **47** | 1.068 | 1.935 | 1.079 | 2.110 | 0.641 | 1.202 | 0.646 | 1.271 |
| **48** | 1.063 | 1.950 | 1.074 | 2.126 | 0.638 | 1.214 | 0.643 | 1.282 |
| **49** | 1.058 | 1.966 | 1.070 | 2.149 | 0.635 | 1.225 | 0.639 | 1.299 |
| **50** | 1.054 | 1.980 | 1.065 | 2.174 | 0.632 | 1.235 | 0.636 | 1.317 |
| **51** | 1.049 | 2.004 | 1.060 | 2.198 | 0.629 | 1.253 | 0.633 | 1.335 |
| **52** | 1.045 | 2.028 | 1.056 | 2.222 | 0.626 | 1.270 | 0.630 | 1.352 |
| **53** | 1.041 | 2.050 | 1.052 | 2.251 | 0.624 | 1.286 | 0.628 | 1.373 |
| **54** | 1.037 | 2.072 | 1.049 | 2.288 | 0.621 | 1.302 | 0.626 | 1.399 |
| **55** | 1.033 | 2.093 | 1.045 | 2.322 | 0.618 | 1.317 | 0.624 | 1.424 |
| **56** | 1.030 | 2.127 | 1.042 | 2.356 | 0.616 | 1.341 | 0.622 | 1.449 |
| **57** | 1.027 | 2.159 | 1.039 | 2.395 | 0.614 | 1.365 | 0.620 | 1.477 |
| **58** | 1.024 | 2.190 | 1.037 | 2.447 | 0.613 | 1.387 | 0.619 | 1.514 |
| **59** | 1.021 | 2.221 | 1.034 | 2.497 | 0.611 | 1.409 | 0.617 | 1.550 |
| **60** | 1.018 | 2.250 | 1.032 | 2.545 | 0.609 | 1.430 | 0.616 | 1.585 |
| **61** | 1.016 | 2.297 | 1.030 | 2.578 | 0.608 | 1.464 | 0.615 | 1.609 |
| **62** | 1.013 | 2.342 | | | 0.607 | 1.496 | | |
| **63** | 1.011 | 2.385 | | | 0.605 | 1.528 | | |
| **64** | 1.009 | 2.428 | | | 0.604 | 1.559 | | |
| **65** | 1.007 | 2.469 | | | 0.603 | 1.588 | | |

| | 2017 | | | | 2025 | | | |
|---|---|---|---|---|---|---|---|---|
| | Arterial | | Freeway | | Arterial | | Freeway | |
| | HC | NOx | HC | NOx | HC | NOx | HC | NOx |
| **2.5** | 1.968 | 0.675 | | | 1.635 | 0.385 | | |
| **3** | 1.584 | 0.649 | 1.621 | 0.647 | 1.307 | 0.369 | 1.339 | 0.363 |
| **4** | 1.104 | 0.616 | 1.142 | 0.613 | 0.897 | 0.349 | 0.929 | 0.343 |
| **5** | 0.816 | 0.596 | 0.854 | 0.593 | 0.651 | 0.336 | 0.683 | 0.331 |
| **6** | 0.707 | 0.560 | 0.707 | 0.558 | 0.559 | 0.315 | 0.559 | 0.308 |
| **7** | 0.629 | 0.534 | 0.625 | 0.521 | 0.493 | 0.299 | 0.490 | 0.285 |
| **8** | 0.570 | 0.515 | 0.563 | 0.494 | 0.444 | 0.287 | 0.438 | 0.268 |
| **9** | 0.525 | 0.500 | 0.515 | 0.472 | 0.405 | 0.278 | 0.397 | 0.254 |
| **10** | 0.489 | 0.488 | 0.477 | 0.455 | 0.374 | 0.271 | 0.365 | 0.243 |
| **11** | 0.463 | 0.470 | 0.447 | 0.439 | 0.353 | 0.260 | 0.340 | 0.233 |
| **12** | 0.442 | 0.455 | 0.425 | 0.421 | 0.335 | 0.251 | 0.322 | 0.222 |
| **13** | 0.424 | 0.442 | 0.407 | 0.406 | 0.320 | 0.243 | 0.306 | 0.213 |
| **14** | 0.409 | 0.430 | 0.391 | 0.393 | 0.307 | 0.236 | 0.293 | 0.205 |
| **15** | 0.395 | 0.421 | 0.377 | 0.381 | 0.296 | 0.230 | 0.281 | 0.198 |
| **16** | 0.382 | 0.411 | 0.365 | 0.374 | 0.285 | 0.225 | 0.271 | 0.193 |
| **17** | 0.370 | 0.403 | 0.355 | 0.371 | 0.275 | 0.220 | 0.263 | 0.193 |
| **18** | 0.359 | 0.396 | 0.347 | 0.369 | 0.266 | 0.216 | 0.256 | 0.192 |
| **19** | 0.350 | 0.389 | 0.339 | 0.367 | 0.258 | 0.212 | 0.249 | 0.191 |
| **20** | 0.342 | 0.383 | 0.333 | 0.366 | 0.250 | 0.209 | 0.243 | 0.191 |
| **21** | 0.335 | 0.378 | 0.327 | 0.364 | 0.245 | 0.205 | 0.238 | 0.190 |
| **22** | 0.328 | 0.373 | 0.322 | 0.363 | 0.239 | 0.203 | 0.234 | 0.190 |
| **23** | 0.323 | 0.369 | 0.317 | 0.362 | 0.235 | 0.200 | 0.230 | 0.190 |
| **24** | 0.318 | 0.365 | 0.313 | 0.360 | 0.230 | 0.198 | 0.227 | 0.189 |
| **25** | 0.313 | 0.361 | 0.310 | 0.359 | 0.226 | 0.195 | 0.223 | 0.189 |
| **26** | 0.308 | 0.358 | 0.306 | 0.358 | 0.223 | 0.193 | 0.220 | 0.188 |
| **27** | 0.304 | 0.355 | 0.302 | 0.358 | 0.219 | 0.192 | 0.217 | 0.188 |
| **28** | 0.300 | 0.352 | 0.299 | 0.357 | 0.216 | 0.190 | 0.215 | 0.188 |
| **29** | 0.297 | 0.350 | 0.296 | 0.356 | 0.213 | 0.189 | 0.212 | 0.188 |
| **30** | 0.294 | 0.347 | 0.294 | 0.356 | 0.210 | 0.187 | 0.210 | 0.188 |
| **31** | 0.291 | 0.346 | 0.291 | 0.356 | 0.208 | 0.186 | 0.208 | 0.187 |
| **32** | 0.288 | 0.345 | 0.288 | 0.355 | 0.205 | 0.186 | 0.205 | 0.187 |
| **33** | 0.285 | 0.344 | 0.286 | 0.355 | 0.203 | 0.185 | 0.203 | 0.187 |
| **34** | 0.283 | 0.343 | 0.283 | 0.355 | 0.201 | 0.184 | 0.201 | 0.187 |
| **35** | 0.280 | 0.342 | 0.281 | 0.355 | 0.199 | 0.183 | 0.200 | 0.187 |
| **36** | 0.278 | 0.344 | 0.280 | 0.356 | 0.197 | 0.184 | 0.198 | 0.188 |
| **37** | 0.277 | 0.345 | 0.278 | 0.358 | 0.196 | 0.185 | 0.197 | 0.189 |
| **38** | 0.275 | 0.347 | 0.276 | 0.359 | 0.195 | 0.186 | 0.195 | 0.189 |
| **39** | 0.274 | 0.348 | 0.275 | 0.361 | 0.193 | 0.187 | 0.194 | 0.190 |
| **40** | 0.272 | 0.349 | 0.274 | 0.363 | 0.192 | 0.187 | 0.193 | 0.191 |
| **41** | 0.271 | 0.352 | 0.272 | 0.365 | 0.191 | 0.189 | 0.192 | 0.192 |
| **42** | 0.270 | 0.354 | 0.271 | 0.368 | 0.190 | 0.190 | 0.191 | 0.194 |
| **43** | 0.269 | 0.357 | 0.270 | 0.370 | 0.189 | 0.191 | 0.190 | 0.195 |
| **44** | 0.267 | 0.359 | 0.269 | 0.373 | 0.188 | 0.192 | 0.189 | 0.196 |
| **45** | 0.266 | 0.361 | 0.268 | 0.377 | 0.187 | 0.194 | 0.188 | 0.198 |
| **46** | 0.265 | 0.365 | 0.267 | 0.380 | 0.186 | 0.195 | 0.187 | 0.200 |
| **47** | 0.264 | 0.369 | 0.266 | 0.384 | 0.185 | 0.197 | 0.186 | 0.202 |
| **48** | 0.263 | 0.372 | 0.265 | 0.387 | 0.184 | 0.199 | 0.185 | 0.203 |
| **49** | 0.262 | 0.375 | 0.264 | 0.392 | 0.184 | 0.200 | 0.185 | 0.206 |
| **50** | 0.262 | 0.378 | 0.263 | 0.397 | 0.183 | 0.202 | 0.184 | 0.208 |
| **51** | 0.261 | 0.383 | 0.262 | 0.402 | 0.182 | 0.204 | 0.184 | 0.210 |
| **52** | 0.260 | 0.388 | 0.262 | 0.407 | 0.182 | 0.206 | 0.183 | 0.213 |
| **53** | 0.260 | 0.393 | 0.261 | 0.413 | 0.181 | 0.209 | 0.183 | 0.215 |
| **54** | 0.259 | 0.398 | 0.261 | 0.421 | 0.181 | 0.211 | 0.183 | 0.219 |
| **55** | 0.258 | 0.402 | 0.261 | 0.428 | 0.181 | 0.213 | 0.183 | 0.222 |
| **56** | 0.258 | 0.409 | 0.261 | 0.435 | 0.181 | 0.216 | 0.183 | 0.225 |
| **57** | 0.258 | 0.415 | 0.261 | 0.443 | 0.181 | 0.219 | 0.183 | 0.228 |
| **58** | 0.258 | 0.422 | 0.261 | 0.453 | 0.181 | 0.222 | 0.183 | 0.233 |
| **59** | 0.258 | 0.428 | 0.261 | 0.463 | 0.181 | 0.224 | 0.184 | 0.237 |
| **60** | 0.258 | 0.434 | 0.261 | 0.472 | 0.181 | 0.227 | 0.184 | 0.241 |
| **61** | 0.258 | 0.443 | 0.261 | 0.479 | 0.181 | 0.231 | 0.184 | 0.244 |
| **62** | 0.258 | 0.452 | | | 0.181 | 0.235 | | |
| **63** | 0.258 | 0.461 | | | 0.181 | 0.239 | | |
| **64** | 0.258 | 0.469 | | | 0.182 | 0.242 | | |
| **65** | 0.259 | 0.477 | | | 0.182 | 0.246 | | |

MOBILE6.2 Carbon Monoxide Emission Factors EXHIBIT D
7-12-04 Final Version Approved by the EPA

| | 2010 | | 2017 | | 2025 | |
|---|---|---|---|---|---|---|
| | Arterial | Freeway | Arterial | Freeway | Arterial | Freeway |
| 2.5 | 30.570 | | 21.605 | | 19.282 | |
| 3 | 27.349 | 27.721 | 19.551 | 19.767 | 17.481 | 17.672 |
| 4 | 23.322 | 23.694 | 16.985 | 17.201 | 15.230 | 15.420 |
| 5 | 20.907 | 21.278 | 15.445 | 15.661 | 13.879 | 14.069 |
| 6 | 19.328 | 19.580 | 14.402 | 14.545 | 12.959 | 13.086 |
| 7 | 18.201 | 18.324 | 13.658 | 13.705 | 12.303 | 12.343 |
| 8 | 17.355 | 17.382 | 13.099 | 13.074 | 11.810 | 11.785 |
| 9 | 16.698 | 16.649 | 12.665 | 12.584 | 11.427 | 11.352 |
| 10 | 16.171 | 16.062 | 12.317 | 12.191 | 11.121 | 11.005 |
| 11 | 15.763 | 15.601 | 12.035 | 11.878 | 10.871 | 10.728 |
| 12 | 15.423 | 15.241 | 11.800 | 11.628 | 10.662 | 10.506 |
| 13 | 15.135 | 14.937 | 11.601 | 11.417 | 10.486 | 10.318 |
| 14 | 14.888 | 14.676 | 11.431 | 11.235 | 10.335 | 10.157 |
| 15 | 14.675 | 14.450 | 11.283 | 11.078 | 10.204 | 10.018 |
| 16 | 14.481 | 14.280 | 11.149 | 10.961 | 10.085 | 9.915 |
| 17 | 14.310 | 14.196 | 11.031 | 10.907 | 9.980 | 9.868 |
| 18 | 14.158 | 14.121 | 10.925 | 10.859 | 9.887 | 9.826 |
| 19 | 14.022 | 14.054 | 10.831 | 10.816 | 9.804 | 9.788 |
| 20 | 13.899 | 13.993 | 10.747 | 10.777 | 9.729 | 9.755 |
| 21 | 13.797 | 13.939 | 10.673 | 10.742 | 9.663 | 9.724 |
| 22 | 13.704 | 13.888 | 10.607 | 10.709 | 9.603 | 9.696 |
| 23 | 13.619 | 13.842 | 10.546 | 10.680 | 9.549 | 9.670 |
| 24 | 13.541 | 13.799 | 10.490 | 10.652 | 9.499 | 9.646 |
| 25 | 13.469 | 13.760 | 10.439 | 10.627 | 9.453 | 9.624 |
| 26 | 13.427 | 13.725 | 10.412 | 10.604 | 9.430 | 9.605 |
| 27 | 13.387 | 13.692 | 10.387 | 10.584 | 9.409 | 9.586 |
| 28 | 13.351 | 13.662 | 10.364 | 10.564 | 9.390 | 9.569 |
| 29 | 13.317 | 13.633 | 10.343 | 10.546 | 9.371 | 9.554 |
| 30 | 13.285 | 13.607 | 10.323 | 10.529 | 9.354 | 9.539 |
| 31 | 13.292 | 13.605 | 10.328 | 10.527 | 9.358 | 9.538 |
| 32 | 13.299 | 13.613 | 10.332 | 10.532 | 9.362 | 9.542 |
| 33 | 13.305 | 13.621 | 10.336 | 10.537 | 9.366 | 9.546 |
| 34 | 13.312 | 13.628 | 10.339 | 10.541 | 9.369 | 9.550 |
| 35 | 13.317 | 13.637 | 10.343 | 10.547 | 9.372 | 9.556 |
| 36 | 13.396 | 13.716 | 10.403 | 10.608 | 9.427 | 9.611 |
| 37 | 13.470 | 13.791 | 10.460 | 10.664 | 9.480 | 9.663 |
| 38 | 13.541 | 13.861 | 10.514 | 10.718 | 9.529 | 9.712 |
| 39 | 13.608 | 13.928 | 10.565 | 10.769 | 9.576 | 9.759 |
| 40 | 13.672 | 14.002 | 10.613 | 10.826 | 9.621 | 9.811 |
| 41 | 13.753 | 14.083 | 10.675 | 10.888 | 9.677 | 9.868 |
| 42 | 13.830 | 14.160 | 10.734 | 10.947 | 9.731 | 9.922 |
| 43 | 13.903 | 14.234 | 10.790 | 11.003 | 9.783 | 9.974 |
| 44 | 13.974 | 14.305 | 10.844 | 11.058 | 9.832 | 10.024 |
| 45 | 14.041 | 14.392 | 10.895 | 11.124 | 9.879 | 10.085 |
| 46 | 14.124 | 14.476 | 10.959 | 11.188 | 9.938 | 10.143 |
| 47 | 14.204 | 14.555 | 11.020 | 11.248 | 9.994 | 10.199 |
| 48 | 14.280 | 14.632 | 11.078 | 11.307 | 10.047 | 10.253 |
| 49 | 14.353 | 14.719 | 11.134 | 11.373 | 10.099 | 10.314 |
| 50 | 14.424 | 14.808 | 11.188 | 11.441 | 10.148 | 10.377 |
| 51 | 14.509 | 14.894 | 11.253 | 11.507 | 10.208 | 10.437 |
| 52 | 14.592 | 14.976 | 11.316 | 11.570 | 10.266 | 10.495 |
| 53 | 14.671 | 15.068 | 11.376 | 11.640 | 10.322 | 10.560 |
| 54 | 14.747 | 15.169 | 11.435 | 11.719 | 10.375 | 10.633 |
| 55 | 14.821 | 15.267 | 11.491 | 11.795 | 10.427 | 10.703 |
| 56 | 14.915 | 15.361 | 11.564 | 11.868 | 10.495 | 10.771 |
| 57 | 15.006 | 15.459 | 11.635 | 11.944 | 10.560 | 10.841 |
| 58 | 15.094 | 15.568 | 11.703 | 12.029 | 10.623 | 10.920 |
| 59 | 15.179 | 15.674 | 11.769 | 12.111 | 10.684 | 10.996 |
| 60 | 15.261 | 15.776 | 11.832 | 12.190 | 10.743 | 11.069 |
| 61 | 15.359 | 15.845 | 11.909 | 12.243 | 10.814 | 11.119 |
| 62 | 15.455 | | 11.983 | | 10.883 | |
| 63 | 15.547 | | 12.054 | | 10.949 | |
| 64 | 15.636 | | 12.124 | | 11.013 | |
| 65 | 15.723 | | 12.191 | | 11.076 | |

## EXHIBIT E AIR QUALITY ANALYSIS EXEMPT CODES

**Safety**

E-1 Railroad/Highway Crossing
E-2 Hazard Elimination Program
E-3 Safer Non-Federal Aid System Roads
E-4 Shoulder Improvements
E-5 Increasing Sight Distance
E-6 Safety Improvement Program
E-7 Traffic Control Devices and Operating Assistance Other Than Signalization Projects
E-8 Railroad/Highway Crossing Warning Devices
E-9 Guardrails, Median Barriers, Crash Cushions
E-10 Pavement Resurfacing and/or Rehabilitation
E-11 Pavement Marking Demonstration
E-12 Emergency Relief (23 U.S.C. 125)
E-13 Fencing
E-14 Skid Treatments
E-15 Safety Roadside Rest Areas
E-16 Adding Medians
E-17 Truck Climbing Lanes outside the Urbanized Area
E-18 Lighting Improvements
E-19 Widening Narrow Pavements or Reconstructing Bridges (No Additional Travel Lanes)
E-20 Emergency Truck Pullovers

**Mass Transit**

E-21 Operating Assistance to Transit Agencies
E-22 Purchase of Support Vehicles
E-23 Rehabilitation of Transit Vehicles[1]
E-24 Purchase of Office, Shop, and Operating Equipment for Existing Facilities
E-25 Purchase of Operating Equipment for Vehicles (e.g., radios, fareboxes, lifts, etc.)
E-26 Construction or Renovation of Power, Signal and Communication Systems
E-27 Construction of Small Passenger Shelters and Information Kiosks
E-28 Reconstruction or Renovation of Transit Buildings and Structures
E-29 Rehabilitation or Reconstruction of Track Structures, Track, and Track Bed in Existing Rights –of-Way
E-30 Purchase of New Buses and Rail Cars to Replace Existing Vehicles or for Minor Expansion of the Fleet[1]
E-31 Construction of New Bus or Rail Storage/Maintenance Facilities Categorically Excluded in 23 CFR Part 771

**Air Quality**

E-32 Continuation of Ride Sharing and Van Pooling Promotion Activities at Current Levels
E-33 Bicycle and Pedestrian Facilities

**Other**

Specific Activities Which Do Not Involve or Lead Directly to Construction, Such As:

E-34 Planning and Technical Studies
E-35 Grants for Training and Research Programs
E-36 Planning Activities Conducted Pursuant to Titles 23 and 49 U.S.C.
E-37 Federal Aid Systems Revisions
E-38 Engineering to Assess Social, Economic and Environmental Effects of the Proposed Action or Alternatives to That Action
E-39 Noise Attenuation
E-40 Advance Land Acquisitions (23 CFR part 712 or 23 CFR part 771)
E-41 Acquisition of Scenic Easements
E-42 Planting, Landscaping, etc.
E-43 Sign Removal
E-44 Directional and Informational Signs
E-45 Transportation Enhancement Activities (Except Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities)
E-46 Repair of Damage Caused by Natural Disasters, Civil Unrest, or Terrorist Acts, Except Projects Involving Substantial Functional, Locational or Capacity Changes
ATT Project is Located in Attainment Area and, therefore, Not Subject to Conformity

**PROJECTS EXEMPT FROM REGIONAL EMISSION ANALYSIS**

E-51 Intersection Channelization Projects
E-52 Intersection Signalization Projects at Individual Intersections
E-53 Interchange Reconfiguration Projects
E-54 Changes in Vertical and Horizontal Alignment
E-55 Truck Size and Weight Inspection Stations
E-56 Bus Terminals and Transfer Points

**OTHER EXEMPT CODES**

N/E Project is Not-Exempt

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[1] PM10 non-attainment and maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan

# EXHIBIT F

Computerized Transportation Information System (CTIS) in the SNHPC Region
Project # 98-21CM
Air Quality Credit Calculation (Using Mobile 6 Emission Factors)

## Brief description of the project

This project involves setting up a Computerized Transportation Information System (CTIS) throughout SNHPC member communities at approximately seven locations. The system will consist of several computer kiosks located at strategic points that people can use to perform ridesharing match either for daily commute or for single trip (for workshop, conference, etc.). In addition to the above capability, the kiosks will also provide information on transit schedules and fares, airport and airline schedules, inter-city bus, roadway construction projects, and real time traffic incident. The ride matching program will help in reducing Single Occupant Vehicles (SOV) on the highways through carpools and vanpools, and thus relieve them from congestion and air pollution. The kiosks will also disseminate information on alternative commute options and provide the user with the cost of commute by "drive alone" option.

## Air Quality Benefits

To arrive at most conservative estimate of trip reduction due to this project, it was assumed that this project will reduce trips by 0.1% throughout the area. As people get more conversant with the system in the future and realize the ill effects of drive alone and benefits of shared rides or using transit, the reduction of trips will be even more than assumed above. To find the benefits of air quality in absolute numbers, existing regional transportation model was used for analysis. To be more conservative off-model calculations are done to determine additional sources of VMTs and emissions by taking into account all the uncoded links in the model and all intrazonal trips which are not readily assigned by the traffic model. In order to determine the air quality benefits, two scenarios were formed – Build and Build+CMAQ project. Build+CMAQ scenario consists of all the Build scenario projects and the proposed CMAQ project. The difference between the Build scenario and Build+CMAQ scenario will essentially provide the benefits of the proposed project. The following table shows the results of air quality analysis. As the project is expected to be in operation in the year 2002, analysis is done for 2007, 2017, and 2025.

**HC and NOx Credits**

For the Build Scenarios

| YEAR | SCENARIO | VMT | HC(kg/day) | Nox(Kg/day) |
|---|---|---|---|---|
| 2007 | Build | 8,705,020 | 6,532 | 11,430 |
| | Build+CMAQ | 8,698,108 | 6,526 | 11,421 |
| | Change | -6,912 | -6 | -9 |
| 2017 | Build | 9,864,258 | 3,627 | 4,913 |
| | Build+CMAQ | 9,856,096 | 3,623 | 4,909 |
| | Change | -8,162 | -4 | -4 |
| 2025 | Build | 10,985,330 | 3,166 | 3,617 |
| | Build+CMAQ | 10,976,322 | 3,162 | 3,613 |
| | Change | -9,008 | -4 | -4 |

For the No-Build Scenarios

| YEAR | SCENARIO | VMT | HC(kg/day) | Nox(Kg/day) |
|---|---|---|---|---|
| 2007 | NoBuild | 8,712,886 | 6,548 | 11,450 |
| | NoBuild+CMAQ | 8,705,707 | 6,542 | 11,441 |
| | Change | -7,179 | -6 | -9 |
| 2017 | NoBuild | 9,963,066 | 3,670 | 4,955 |
| | NoBuild+CMAQ | 9,955,752 | 3,667 | 4,951 |
| | Change | -7,314 | -3 | -4 |
| 2025 | NoBuild | 11,094,041 | 3,211 | 3,644 |
| | NoBuild+CMAQ | 11,085,709 | 3,208 | 3,641 |
| | Change | -8,332 | -3 | -3 |

# Air Quality Benefit Estimation for the Proposed Park and Ride Lot at Exit 5 on I-93

As part of the I-93 widening project, the New Hampshire Department of Transportation is planning to build a Park and Ride lot near Exit 5 on I-93 in Londonderry, along with other new lots at Exits 2 and 3. Early construction of the Park and Ride facilities and implementation of expanded bus service are proposed in advance of the highway widening to facilitate the maintenance of traffic. In the following sections, air quality benefits derived from the usage of this Park and Ride lot is being quantified.

The lot will be located west of the interchange along NH 28 where currently the Exxon Gas Station/Cycle World and the Senior Center exist. In the Draft Environmental Impact Statement (DEIS) prepared for the I-93 widening project, the consultants expect a demand for approximately 500 parking spaces on this lot. To determine the usage of this lot on a daily basis, parking data from Exit 4 (on I-93) Park and Ride lot was used. Data shows, on an average, 80% of the parking spaces are occupied at this facility. The usage of the proposed lot at Exit 5 is assumed as follows:

By 2007: 40% (half of 80% at peak occupancy)
By 2010: 50%
By 2017: 80%
2025: 80%

So, numbers of automobiles removed from I-93, as a result of the usage of Exit 5 lot are as follows:

2007: 0.4x500 = 200 vehicles per day
2010: 0.5x500 = 250 vehicles per day
2017: 0.8x500 = 400 vehicles per day
2025: 0.8x500 = 400 vehicles per day

Most of the commuters using this lot will be traveling south (towards Boston and vicinity). In the SNHPC region, the distance from Exit 5 to Derry /Windham Town line along I-93 is approximately 6.4 miles. So a roundtrip would be 12.8 miles. The average speed of the vehicles is assumed as 55 miles per hour.

Mobile 6.2 emission factors for 55 mph for Freeways for various years are as follows:

| YEAR | HC (gm/mile) | NOX (gm/mile) |
|---|---|---|
| 2007 | 0.624 | 1.424 |
| 2017 | 0.261 | 0.428 |
| 2025 | 0.183 | 0.222 |

Emission reductions will be as follows:

| YEAR | VMT Eliminated | Reduction in HC (kg/day) | Reduction in NOX (kg/day) |
|---|---|---|---|
| 2007 | 2560 | 1.60 | 3.65 |
| 2017 | 5120 | 1.34 | 2.19 |
| 2025 | 5120 | 0.94 | 1.14 |

As an example, for 2007:

Total number of daily automobiles eliminated = 200
Roundtrip distance of commute = 12.8 miles

Therefore, VMT eliminated = 200 x 12.8 = 2,560

Emission in kg/day is calculated as follows:
Emission = VMT x Emission Factor (gm/mile)/1000
Emission factor for HC = 0.624 gm/mile, and for NOx = 1.424 gm/mile

Therefore, Emission reduction, HC = 2560 x 0.624/1000 = 1.60 kg/day,
and NOx = 2560 x 1.424/1000 = 3.65 kg/day.

**AIR QUALITY ANALYSIS FOR MANCHESTER PARK AND RIDE USING M6.2 FACTORS**

Description: Construct 600 space Park and Ride structure with intermodal transportation center and rail platform on a five-acre site in Manchester

**PROJECT LOCATION:** MANCHESTER
**PROJECT DESCRIPTION:** 600 SPACE PARK AND RIDE
**MPO:** SOUTHERN NH RPC NONATTAINMENT AREA: MANCHESTER
**OPEN TO TRAFFIC:** BY 2017
**STREET NAME:**
**LOCATION:**



**PROPOSED SIZE:** 600 SPACES
**GROWTH RATE:** 0.00%

| | 2017 | 2017 | 2025 | 2025 |
|---|---|---|---|---|
| **TRAFFIC** | NO BUILD | BUILD | NO BUILD | BUILD |
| **AADT:** | 0 | 540 | 0 | 540 |
| **SUMMER ADT:** | 0 | 540 | 0 | 540 |
| **AVERAGE SPEED:** | 55 | 55 | 55 | 55 |
| **LENGTH (MILES)*:** | | 40.00 | | 40.00 |
| | 2017 | 2017 | 2025 | 2025 |
| **MOBILE6.2** | NO BUILD | BUILD | NO BUILD | BUILD |
| **EMISSION FACTORS** | | | | |
| **HC (gm/mi)** | | 0.261 | | 0.183 |
| **CO (gm/mi)** | | 11.795 | | 10.703 |
| **NOx (gm/mi)** | | 0.428 | | 0.222 |
| **[SUMMER ADT*LENGTH*(gm/mi)]/1000=** | 2017 | 2017 | 2025 | 2025 |
| **TOTAL EMISSIONS** | NO BUILD | BUILD | NO BUILD | BUILD |
| **HC (kgs/day)** | 0.00 | 5.64 | 0.00 | 3.95 |
| **CO (kgs/day)** | | 254.77 | | 231.18 |
| **NOx (kgs/day)** | 0.00 | 9.24 | 0.00 | 4.80 |

| **DIFFERENCES (BUILD-NO BUILD)** | | | |
|---|---|---|---|
| **HC (kgs/day)** | - | 5.64 | 3.95 |
| **CO (kgs/day)** | 0.00 | 254.77 | 231.18 |
| **NOx (kgs/day)** | - | 9.24 | 4.80 |

**ASSUMPTIONS:**

1. The first Ozone analysis year is assumed to be 2017. it is being assumed that 90% of the full capacity would be utilized.

2. Assuming a 90% usage of the lot in the year 2017 and 2025 amounts to 540 trips.

3. Based on the number of commuting residents commuting out of Manchester area, it appears that parking lot usage of 90% in the years 2017, and 2025 is justified.

4. It is being assumed conservatively that each trip will be traveling 20 miles each way, making it a total of 40 miles two way. Looking at the destinations, this number is low and will take care of the positive VMT added by the cars driving to the park-n-ride lot.

5. Looking at the routes that the traffic will be following, an average speed of 55 mph is being assumed.

6. The HC and NOx factors are for Summer and CO factors are for Winter

7. The procedure for the above analysis is developed by the NHDOT.

8. The analysis is done using the Mobile 6.2 Emission Factors.

South Manchester Rail Trail CMAQ Grant Application
Air Quality Analysis (Emission Credits) using MOBILE6.2 factors

It is estimated that approximately 760 Vehicle Miles of Travel (VMT) per day will be removed from the surrounding roadways as a result of this project (source: VHB analysis). Southern New Hampshire Planning Commission's (SNHPC) Regional Travel Demand Model was used to determine the travel speeds on the project's capture area roadways. The results show that the average travel speed on these roadways is approximately 30 miles per hour.

Emission values are calculated by multiplying VMT values with emission factors for an average speed (Equation 1). Emission values were obtained from New Hampshire Department of Environmental Services' (NHDES) analysis of MOBILE 6.2 Emission model and are as follows (Table 1) for all the existing air quality conformity analysis years.

Emission (kg/day) = VMT * Emission Factor (gm/mile)/1000 .....(Eq 1)

TABLE 1: Emission Factors (gm/mile)

| 2007 | 2017 | 2025 |
|---|---|---|
| HC = 0.722 | HC=0.294 | HC=0.210 |
| NOX = 1.133 | NOX=0.347 | NOX=0.187 |

* Note: The above emission factors are for a speed of 30 mph
HC=Hydro Carbon, NOx = Nitrogen Oxide

Table 2 below shows the results of the emission savings due to this project. Please note that even for all the future analysis years, the reduction in VMTs are kept constant for conservative analysis.

TABLE 2: Emission Analysis

| YEAR | VMT REDUCTION | EMISSION REDUCTION | |
|---|---|---|---|
| | | HC (kgs/day) | NOX (kgs/day) |
| 2007 | 760 | 0.55 | 0.86 |
| 2017 | 760 | 0.22 | 0.26 |
| 2025 | 760 | 0.16 | 0.14 |

As this project will have limited use during the winter months, no CO analysis (for winter months) for City of Manchester is performed and no CO credit is taken.

Pillsbury Road/Mammoth Road Sidewalk Project CMAQ Grant Application
Air Quality Analysis (Emission Credits) using MOBILE6.2 Factors

It is estimated that approximately 53 Vehicle Miles of Travel (VMT) per day will be removed from the surrounding roadways as a result of this project (source: Town of Londonderry analysis). Southern New Hampshire Planning Commission's (SNHPC) Regional Travel Demand Model was used to determine the travel speeds on the project's capture area roadways. The results show that the average travel speed on these roadways is approximately 30 miles per hour.

Emission values are calculated by multiplying VMT values with emission factors for an average speed (Equation 1). Emission values were obtained from New Hampshire Department of Environmental Services' (NHDES) analysis of MOBILE 6.2 Emission model and are as follows (Table 1) for all the existing air quality conformity analysis years.

Emission (kgs/day) = VMT * Emission Factor (gm/mile)/1000 .....(Eq 1)

TABLE 1: Emission Factors (gm/mile)

| 2007 | 2017 | 2025 |
|---|---|---|
| HC = 0.722 | HC=0.294 | HC=0.210 |
| NOX = 1.133 | NOX=0.347 | NOX=0.187 |

* Note: The above emission factors are for a speed of 30 mph
HC=Hydro Carbon, NOx = Nitrogen Oxide

Table 2 below shows the results of the emission savings due to this project. Please note that even for all the future analysis years, the reduction in VMTs are kept constant for conservative analysis.

TABLE 2: Emission Analysis

| YEAR | VMT REDUCTION | EMISSION REDUCTION | |
|---|---|---|---|
| | | HC (kgs/day) | NOX (kgs/day) |
| 2007 | 53 | 0.038 | 0.060 |
| 2017 | 53 | 0.016 | 0.018 |
| 2025 | 53 | 0.011 | 0.010 |

**Hooksett US 3 / NH 28 Signal Coordination Project**
**State Project #12537**

**US 3/NH 28 - INTERSECTION IMPROVEMENTS @ NH 28 BYPASS AND OPTIMIZE SIGNAL SYSTEMS FROM NH 28 BYPASS TO LEGENDS DRIVE [98-20CM]**

The following analysis is performed by the NHDOT (Using Mobile 6.2 Emission Factors)

**Summary**

| Scenario | Emissions VOC kg/day | NOx kg/day |
|---|---|---|
| 2007 No-Build | 6.37 | 9.22 |
| 2007 Build | 5.39 | 8.86 |
| Reduction | 0.99 | 0.36 |
| | | |
| 2017 No-Build | 2.47 | 2.72 |
| 2017 Build | 2.12 | 2.62 |
| Reduction | 0.36 | 0.10 |
| | | |
| 2025 No-Build | 2.16 | 1.75 |
| 2025 Build | 1.80 | 1.68 |
| Reduction | 0.36 | 0.07 |

Analysis data is from SNHPC traffic model

No-build refers to "no signal coordination project"

Assume that building this project increases the average speed by 1 mph and decreases the total delay by 10 seconds pe

**2007 No-Build**

| Section | Length (miles) | Speed (mph) | Model Volume (daily) | VMT | Emission Factors VOC g/mile | NOx g/mile | Emissions VOC kg/day | NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 28 Bypass - GS Marketplace | 0.175 | 35 | 27842 | 4872 | 0.687 | 1.117 | 3.35 | 5.44 |
| GS Marketplace - Legends Dr | 0.13 | 35 | 23263 | 3024 | 0.687 | 1.117 | 2.08 | 3.38 |
| | 0.305 | | 25890 | | | | 5.42 | 8.82 |
| | Time(sec) | | | | | | | |
| Delay (more than build) | 10 | 2.5 | 25890 | | 5.261 | 2.196 | 0.95 | 0.39 |
| | | | | | | **Total** | 6.37 | 9.22 |

**2007 Build**

| Section | Length (miles) | Speed (mph) | Model Volume (daily) | VMT | Emission Factors VOC g/mile | NOx g/mile | Emissions VOC kg/day | NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 28 Bypass - GS Marketplace | 0.175 | 36 | 27842 | 4872 | 0.682 | 1.122 | 3.32 | 5.47 |
| GS Marketplace - Legends Dr | 0.13 | 36 | 23263 | 3024 | 0.682 | 1.122 | 2.06 | 3.39 |
| | 0.305 | | 25890 | | | **Total** | 5.39 | 8.86 |

**2017 No-Build**

| Section | Length (miles) | Speed (mph) | Estimated Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 28 Bypass - GS Marketplace | 0.175 | 35 | 26755 | 4682 | 0.28 | 0.342 | 1.31 | 1.60 |
| GS Marketplace - Legends Dr | 0.13 | 35 | 22525 | 2928 | 0.28 | 0.342 | 0.82 | 1.00 |
| | 0.305 | | 24952 | | | | 2.13 | 2.60 |
| | Time(sec) | | | | | | | |
| Delay (more than build) | 10 | 2.5 | 24952 | | 1.968 | 0.675 | 0.34 | 0.12 |
| | | | | | | **Total** | 2.47 | 2.72 |

**2017 Build**

| Section | Length (miles) | Speed (mph) | Estimated Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 28 Bypass - GS Marketplace | 0.175 | 36 | 26755 | 4682 | 0.278 | 0.344 | 1.30 | 1.61 |
| GS Marketplace - Legends Dr | 0.13 | 36 | 22525 | 2928 | 0.278 | 0.344 | 0.81 | 1.01 |
| | 0.305 | | 24952 | | | **Total** | 2.12 | 2.62 |

**2025 No-Build**

| Section | Length (miles) | Speed (mph) | Estimated Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 28 Bypass - GS Marketplace | 0.175 | 35 | 31964 | 5594 | 0.199 | 0.183 | 1.11 | 1.02 |
| GS Marketplace - Legends Dr | 0.13 | 35 | 27225 | 3539 | 0.199 | 0.183 | 0.70 | 0.65 |
| | 0.305 | | 29944 | | | | 1.82 | 1.67 |
| | Time(sec) | | | | | | | |
| Delay (more than build) | 10 | 2.5 | 29944 | | 1.635 | 0.385 | 0.34 | 0.08 |
| | | | | | | **Total** | 2.16 | 1.75 |

**2025 Build**

| Section | Length (miles) | Speed (mph) | Estimated Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 28 Bypass - GS Marketplace | 0.175 | 36 | 31964 | 5594 | 0.197 | 0.184 | 1.10 | 1.03 |
| GS Marketplace - Legends Dr | 0.13 | 36 | 27225 | 3539 | 0.197 | 0.184 | 0.70 | 0.65 |
| | 0.305 | | 29944 | | | **Total** | 1.80 | 1.68 |

Sample Calculations

2025 Build VOC for NH 28 Bypass to GS Marketplace
VMT = .175 miles * 31964 veh/day = 5594 veh-miles/day
VOC = (5594 veh-miles/day * 0.197 g/veh-mile)/(1000g/kg) = 1.10 kg/day
Delay for 2025 No-Build
Average Volume for project is the weighted average of the sections
Delay VOC = (29944 veh/day * 10 sec/veh * 1.635 g/mile * 2.5 mile/hr) / (3600 sec/hr * 1000 g/kg) = 0.34 kg/day

**Londonderry NH 102 Signal Coordination Project**
**State #13116**

**INSTALLATION OF COORDINATED TRAFFIC SIGNAL SYSTEM FROM I-93, EXIT 4 WESTERLY TO NH 128 [98-19CM]**

**Summary**

The following analysis is done by the NHDOT Using Mobile 6.2 Emission Factors

| Scenario | Emissions | |
|---|---|---|
| | VOC | NOx |
| | kg/day | kg/day |
| 2007 No-Build | 40.566 | 63.271 |
| 2007 Build | 39.283 | 62.825 |
| Reduction | 1.283 | 0.446 |
| | | |
| 2017 No-Build | 17.219 | 20.234 |
| 2017 Build | 16.716 | 20.110 |
| Reduction | 0.503 | 0.125 |
| | | |
| 2025 No-Build | 13.841 | 12.227 |
| 2025 Build | 13.388 | 12.125 |
| Reduction | 0.454 | 0.102 |

Analysis data is from SNHPC traffic model

No-build refers to "no signal coordination project"

Assume that building this project increases the average speed by 1 mph and decreases the total delay by 10 seconds pe

Calculations

**2007 No-Build**

| | | | Model | | Emission Factors | | Emissions | |
|---|---|---|---|---|---|---|---|---|
| Section | Length | Speed | Volume | VMT | VOC | NOx | VOC | NOx |
| | (miles) | (mph) | (daily) | | g/mile | g/mile | kg/day | kg/day |
| NH 128 - Buttrick Rd. | 0.95 | 35 | 17130 | 16274 | 0.687 | 1.117 | 11.18 | 18.18 |
| Buttrick D - Gilcrest Rd | 0.6 | 30 | 20265 | 12159 | 0.722 | 1.133 | 8.78 | 13.78 |
| Gilcrest Rd - I93 SB on Ramp | 0.75 | 30 | 36420 | 27315 | 0.722 | 1.133 | 19.72 | 30.95 |
| | 2.3 | | 24238 | | | | 39.68 | 62.90 |
| | Time(sec) | | | | | | | |
| Delay (more than build) | 10 | 2.5 | 24238 | | 5.261 | 2.196 | 0.89 | 0.37 |
| | | | | | | **Total** | 40.57 | 63.27 |

**2007 Build**

| | | | Model | | Emission Factors | | Emissions | |
|---|---|---|---|---|---|---|---|---|
| Section | Length | Speed | Volume | VMT | VOC | NOx | VOC | NOx |
| | (miles) | (mph) | (daily) | | g/mile | g/mile | kg/day | kg/day |
| NH 128 - Buttrick Rd. | 0.95 | 36 | 17130 | 16274 | 0.682 | 1.122 | 11.10 | 18.26 |
| Buttrick D - Gilcrest Rd | 0.6 | 31 | 20265 | 12159 | 0.714 | 1.129 | 8.68 | 13.73 |
| Gilcrest Rd - I93 SB on Ramp | 0.75 | 31 | 36420 | 27315 | 0.714 | 1.129 | 19.50 | 30.84 |
| | 2.3 | | 24238 | | | **Total** | 39.28 | 62.83 |

**2017 No-Build**

| Section | Length (miles) | Speed (mph) | Model Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 128 - Buttrick Rd. | 0.95 | 35 | 18370 | 17452 | 0.28 | 0.342 | 4.89 | 5.97 |
| Buttrick D - Gilcrest Rd | 0.6 | 30 | 21653 | 12992 | 0.294 | 0.347 | 3.82 | 4.51 |
| Gilcrest Rd - I93 SB on Ramp | 0.75 | 30 | 37038 | 27779 | 0.294 | 0.347 | 8.17 | 9.64 |
| | 2.3 | | 25314 | | | | 16.87 | 20.12 |
| | Time(sec) | | | | | | | |
| Delay (more than build) | 10 | 2.5 | 25314 | | 1.968 | 0.675 | 0.35 | 0.12 |
| | | | | | | **Total** | 17.22 | 20.23 |

**2017 Build**

| Section | Length (miles) | Speed (mph) | Model Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 128 - Buttrick Rd. | 0.95 | 36 | 18370 | 17452 | 0.278 | 0.344 | 4.85 | 6.00 |
| Buttrick D - Gilcrest Rd | 0.6 | 31 | 21653 | 12992 | 0.291 | 0.346 | 3.78 | 4.50 |
| Gilcrest Rd - I93 SB on Ramp | 0.75 | 31 | 37038 | 27779 | 0.291 | 0.346 | 8.08 | 9.61 |
| | 2.3 | | 25314 | | | **Total** | 16.72 | 20.11 |

**2025 No-Build**

| Section | Length (miles) | Speed (mph) | Estimated Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 128 - Buttrick Rd. | 0.95 | 35 | 20574 | 19545 | 0.199 | 0.183 | 3.89 | 3.58 |
| Buttrick D - Gilcrest Rd | 0.6 | 30 | 24477 | 14686 | 0.21 | 0.187 | 3.08 | 2.75 |
| Gilcrest Rd - I93 SB on Ramp | 0.75 | 30 | 41554 | 31166 | 0.21 | 0.187 | 6.54 | 5.83 |
| | 2.3 | | 28433 | | | | 13.52 | 12.15 |
| | Time(sec) | | | | | | | |
| Delay (more than build) | 10 | 2.5 | 28433 | | 1.635 | 0.385 | 0.32 | 0.08 |
| | | | | | | **Total** | 13.84 | 12.23 |

**2025 Build**

| Section | Length (miles) | Speed (mph) | Estimated Volume (daily) | VMT | Emission Factors VOC g/mile | Emission Factors NOx g/mile | Emissions VOC kg/day | Emissions NOx kg/day |
|---|---|---|---|---|---|---|---|---|
| NH 128 - Buttrick Rd. | 0.95 | 36 | 20574 | 19545 | 0.197 | 0.184 | 3.85 | 3.60 |
| Buttrick D - Gilcrest Rd | 0.6 | 31 | 24477 | 14686 | 0.208 | 0.186 | 3.05 | 2.73 |
| Gilcrest Rd - I93 SB on Ramp | 0.75 | 31 | 41554 | 31166 | 0.208 | 0.186 | 6.48 | 5.80 |
| | 2.3 | | 28433 | | | **Total** | 13.39 | 12.12 |

**Sample Calculations**

2025 Build VOC for NH 128 to Buttrick Rd Section
VMT = 0.95 miles * 20574 veh/day = 19545 veh-miles/day
VOC = (19545 veh-miles/day * 0.197 g/veh-mile)/(1000g/kg) = 3.85 kg/day
Delay for 2025 No-Build
Average Volume for project is the weighted average of the sections
Delay VOC = (28433 veh/day * 10 sec/veh * 1.635 g/mile * 2.5 mile/hr) / (3600 sec/hr * 1000 g/kg) = 0.32 kg/day

# Appendix D
# SEACOAST MPO and Salem-Plaistow-Windham MPO Report

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## I. Introduction

This document has been prepared for the purpose of making a conformity determination on the 2005-2007 State Transportation Improvement Program (STIP), and to demonstrate that the emissions requirements for the Seacoast and Southern NH (Rockingham Planning Commission Portion) Serious Ozone Non-Attainment areas have been met. In addition to the conformity determination for the STIP, this analysis will also be used to make a finding of conformity for the Seacoast and Salem-Plaistow-Windham MPO 2005-2007 Transportation Improvement Programs (TIPs) and 2005-2025 Long Range Plans (Plans).

The 1990 Clean Air Act Amendments (CAAA) require conformity determinations of Long Range Transportation Plans and Transportation Implementation Plans adopted by MPOs in areas which are in non-attainment for particular pollutants. Conformity determinations are also required in non-attainment areas for all transportation projects funded or approved under Title 23 of the Federal Transit Act. Conformity determinations are necessary to ensure that the transportation system we are planning for, as expressed in the TIP and PLAN, will not result in the worsening of air quality conditions, and in fact will contribute to reaching attainment in accordance with the State Implementation Plan (SIP).

The purpose of the air quality conformity analysis is to project future transportation trends and the resulting emissions. The primary tool for the analysis is the transportation model. The model forecasts emissions changes over time by incorporating transportation projects, such as building additional lanes on roads, signalizing intersections, or adding transit service, as well as projected population growth. Then information is coded into the model and a model run is done for specific analysis years. The results are then compared to the SIP emissions budget.

Under the final regulations of the 1990 CAAA of 1990, a regional transportation plan and the Transportation Improvement Program (TIP) are determined to be in conformity with the Clean Air Act if they meet the following requirements:

1. All the emissions in the future analysis years must be less than the budget for emissions established in the SIP. [Seacoast and Southern NH Serious Non-Attainment Areas]
2. For the marginal non-attainment area, the action scenario ("build") must generate lesser emissions than the base year, 1990 in this case. [Manchester Marginal Non-Attainment Area].

## II. Purpose And Scope

In New Hampshire, five counties are designated non-attainment for ozone. **Figure 1** identifies the ozone non-attainment area boundaries and the MPO boundaries. In the various ozone non-attainment areas, conformity must be demonstrated for volatile organic compounds (VOCs) and for nitrogen oxides (NOx).

*The Seacoast MPO* includes communities in the Strafford Regional Planning Commission (SRPC) and a portion of the Rockingham Planning Commission (RPC) planning areas. The Seacoast MPO is part of two ozone non-attainment areas, The Seacoast and Southern NH Serious Non-Attainment Areas, and two communities in attainment as of July 1998. **Figure 2** shows how the communities of the Seacoast MPO are categorized in terms of Ozone Non-Attainment Area**.**

*The Salem-Plaistow-Windham MPO* includes the remaining communities of the Rockingham Planning Commission. The Salem-Plaistow-Windham MPO entirely contained within the Southern New Hampshire Serious Non-Attainment Area. **Figure 2** shows how the communities of the Salem-Plaistow-Windham MPO are categorized in terms of Ozone Non-Attainment Area**.**

This air quality analysis was compiled from information in the Seacoast and Salem-Plaistow-Windham traffic model that was last revised in September 2004. The entire area covered in this report is now a modeled region. In order to compensate for traveled roadways not represented in the modeled network, correction factors have been derived by NHDOT. These factors are based upon the variation between model output and HPMS data for the area.[1]

Projects included in the Plans/TIPs are either classified as "exempt" or "not-exempt". Projects are considered "exempt" if they fall under one or more of the defined exempt categories listed in **Appendix D-1** and are considered to have no impact on air emissions. **Appendix D-2** is a listing of "exempt" projects in the Seacoast and Southern NH (RPC Portion) MPO region.

Projects are considered "not-exempt" if they will have an impact on air quality (positive or negative). **Appendix D-3** lists all the Seacoast and Southern NH (RPC Portion) MPO region projects that are considered to be "not-exempt".

Conformity determinations are required for specified analysis years. Projects are either to be included in the transportation model or as an off-model analysis. The analysis year is based on the year in which the project is expected to be open for use. The model and off-model scenario results reflect the change in emissions if expected transportation projects are implemented and are compared to the budget. Analysis years are defined as follows:

| | |
|---|---|
| **2007** | **Analysis Year 1** |
| **2017** | **Analysis Year 2** |
| **2025** | **Analysis Year 3** |

1 This is calculated by dividing the 1999 HPMS based emissions by the 1999 modeled emissions results.



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**Figure 1**

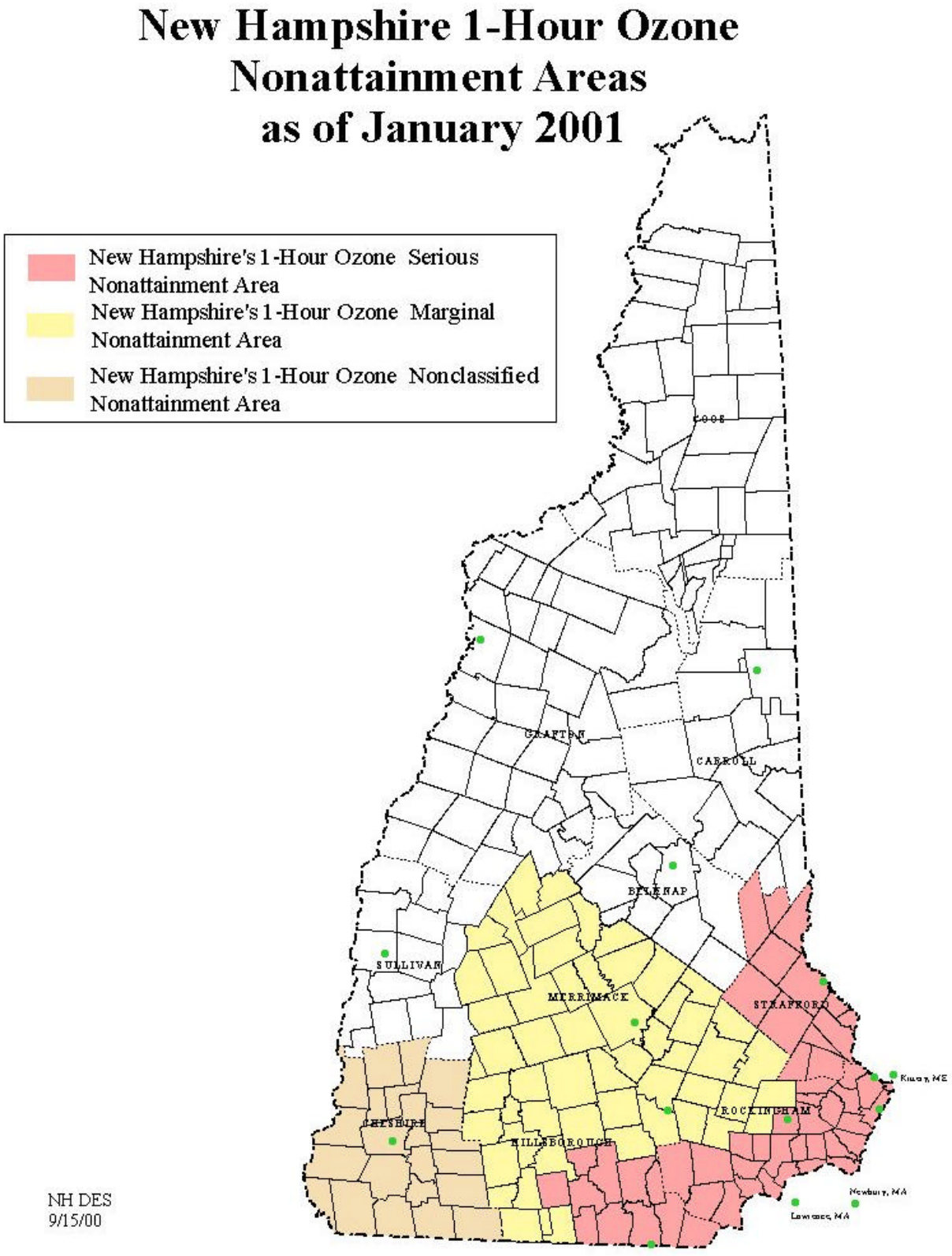
New Hampshire 1-Hour Ozone
Nonattainment Areas
as of January 2001
New Hampshire's 1-Hour Ozone Serious Nonattainment Area
New Hampshire's 1-Hour Ozone Marginal Nonattainment Area
New Hampshire's 1-Hour Ozone Nonclassified Nonattainment Area
COOS
GRAFTON
CARROLL
BELKNAP
SULLIVAN
MERRIMACK
STRAFFORD
ROCKINGHAM
CHESHIRE
HILLSBOROUGH
Newbury, MA
Lawrence, MA
NH DES
9/15/00

**Figure 2**
**Seacoast and Southern NH (RPC Portion) MPO Communities**
**Listed According To Ozone Non-Attainment Area**

## *SEACOAST Serious Non-Attainment Area*

| RPC | SRPC | |
|---|---|---|
| Exeter | Dover | Milton |
| Greenland | Durham | New Durham |
| Hampton | Lee | Strafford |
| New Castle | Madbury | |
| Newfields | Newmarket | |
| North Hampton | Rochester | |
| Newington | Rollinsford | |
| Portsmouth | Somersworth | |
| Rye | Barrington | |
| Stratham | Farmington | |
| | Middleton | |

## *SOUTHERN NEW HAMPSHIRE (RPC Portion) Serious Non-Attainment Area*

| Seacoast MPO | Salem-Plaistow-Windham MPO | |
|---|---|---|
| Brentwood | Atkinson | Plaistow |
| East Kingston | Danville | Salem |
| Hampton Falls | Hampstead | Windham |
| Kensington | Kingston | |
| Seabrook | Newton | |
| South Hampton | | |

## *MANCHESTER Marginal Non-Attainment Area*

| RPC: | SRPC: |
|---|---|
| Epping | Northwood |
| Fremont | Nottingham |

## *CARROLL County Attainment Area - not included in Analysis*

| SRPC: | Brookfield |
|---|---|
| | Wakefield |

## III. NHDOT Conformity Analysis Procedures

The conformity tests required in the Federal rule must be demonstrated for the respective pollutants in each non-attainment area in its entirety. As shown on the accompanying map, the boundaries of the MPO areas and the non-attainment areas do not always match. Portions of some MPOs can be found in several non-attainment areas and vice versa. For this reason, NHDOT has prepared a document entitled "Conformity Determinations for Transportation Improvement Programs, Transportation Plans, and Regional emissions Analysis of Transportation Projects in New Hampshire's Non-attainment Areas", which combines analyses for the entire non-attainment area. NHDOT performed the regional emissions analysis for Non-Attainment Areas outside of MPO boundaries to demonstrate that proposed projects in the 2005-2007 State Transportation Improvement Program (STIP) are in conformity with the SIP.

Under the "Adopted Rule" for transportation conformity, NHDOT must schedule and convene regular consultation meetings related to the transportation conformity. The MPOs or NH Department of Environmental Services (NHDES) may request that NHDOT schedule a meeting at any time. Regular consultation meetings shall include discussion of activities including, but not limited to:

1) Development of a transportation plan or TIP and any determination of conformity on transportation plans and TIPs, and
2) 2) Emissions analysis for transportation activities which cross the borders of MPOs or non-attainment areas.

When preliminary conformity findings become available, NHDOT or the MPOs shall provide them to NHDES. The MPOs shall send copies of transportation plans and TIPs that have received a final conformity determination by the MPO to NHDOT and NHDES. NHDOT shall provide copies of these documents to FHWA and FTA for conformity findings. Any final regional emissions analysis for projects outside MPO areas shall be provided to the MPOs and the division by NHDOT. Copies of final conformity determinations for each individual project subject to conformity shall be maintained in NHDOT offices and made available for public inspection.

Projects that are considered regionally significant for purposes of regional emissions analysis shall include any transportation project that is not required to be included in the MPO transportation plan, TIP or STIP, that is not considered exempt according to the federal transportation conformity rule, and which is expected to have a regionally significant impact on travel patterns.

**This Submission includes only action runs for 2005, 2017 and 2025.**

## IV. Methodology For Seacoast And Southern NH (RPC Portion) MPO Air Quality Conformity Analysis

1. Compile the list of projects and classify each as either "exempt" or "not-exempt" from the following sources:
    a. MPO Plans and TIP and State of New Hampshire Ten Year Program
    b. Regionally significant projects
    c. NHDOT list of regionally significant projects
    d. Other necessary transportation projects

2. Determine the year of implementation for each project.

3. Determine whether or not individual projects can be modeled.

4. Code changes into the model network for each 'model run' year.

5. Run the model for the necessary years, including the base year and the analysis years.

6. Isolate road segments by non-attainment area.

7. Calculate total emissions using road segment characteristics (speed, length) and emission factors as provided by NHDES based on EPA's Mobile 5.0b model.

8. Analyze individual off-model projects to calculate emissions changes.

9. Analyze statewide off-model projects and calculate emissions changes.

10. Compile results of modeled, off-model and statewide projects into standardized tables of emissions. Show results by analysis year and non-attainment area.

## V. Air Quality Conformity Analysis Results

**Tables 1-3** presents the summary of emissions by analysis year for the modeled portion of Seacoast and Southern NH non-attainment area as well as the Manchester Marginal Non-Attainment area within the Seacoast MPO. These tables show the modeling results, off-model adjustments to those results, as well as any adjustments made to the emissions output or budget. **Tables 2 & 3** detail the off model results by project and analysis years. **Appendix D-4** goes into further detail and contains individual analysis sheets (with analysis year results) for all projects in Tables 2 & 3.

**Manchester Marginal Non-Attainment Area (Seacoast MPO Portion)**

This Non-Attainment area is comprised of three different MPO's, and a portion of the area is not modeled and is outside of MPO boundaries. As a designated "Marginal" area, the Manchester Non-Attainment Area must meet a slightly different emissions test than the Serious Non-Attainment areas of the Seacoast and Southern New Hampshire. This emissions test states that the emissions in a given analysis year must be less than 1990 levels. Given that the Non-Attainment area crosses multiple MPO boundaries, it is the responsibility of the State of New Hampshire Department of Transportation to make the determination of conformity for the Manchester Marginal Non-Attainment area as a whole. It is the responsibility of each MPO to determine the modeled results for its portion of the non-attainment area and check their validity. The 1990 emissions and estimated emissions for the Manchester Marginal Non-Attainment Area (Seacoast MPO Portion) are shown in **Table 1** below.

**Table 1: Seacoast MPO Portion of Manchester Marginal Non-Attainment Area**

| Analysis Year | Weekday VMT | VOC (kgs/day) | NOx (kgs/day) |
|---|---|---|---|
| **1990 Emissions – Total Area** | | **24,194.00** | **36,047.00** |
| **1990 Emissions – Seacoast MPO Portion** | | **1,750.00** | **1,878.00** |
| 2007 | 881,491 | 638.00 | 1,162.00 |
| 2017 | 970,893 | 295.00 | 376.00 |
| 2025 | 1,032,791 | 214.00 | 206.00 |

*Given the information shown in **Table 1** above and preliminary analysis provided by NHDOT, the Transportation Conformity requirements for the Manchester Marginal Non-Attainment area have been met, as the emissions for each analysis year tested are less than those of 1990.*

**Seacoast Serious Non-Attainment Area**

***Table 2** shows that the emissions budgets have been met for the Seacoast Non-Attainment area in analysis years 2005, 2017, and 2025, meaning that the MPO is in conformity with the SIP for those years.*

**Southern NH Serious Non-Attainment Area**

As the emissions budget for the Southern New Hampshire Serious Non-Attainment Area is not sub-allocated to the various entities (MPOs and Planning Commissions) within it, the Rockingham Planning Commission portion of the emissions budget is unknown. Given that the Non-Attainment area crosses multiple MPO boundaries, it is the responsibility of the State of New Hampshire Department of Transportation to make the determination of conformity for the Southern New Hampshire Non-Attainment area as a whole. It is the responsibility of each MPO to determine the modeled results for its portion of the non-attainment area and check their validity. The budget for the Southern NH Non-Attainment Area is shown in **Table 3** as well as the estimated emissions for the Rockingham Planning Commission portion of that non-attainment area. The Rockingham Planning Commission portion includes all of the communities of the Salem-Plaistow-Windham MPO as well as a number of the

southern communities of the Seacoast MPO.

The modeled emissions estimates listed include off-model emissions adjustments, but do not include adjustments to rectify model outputs with HPMS emissions inventory figures. The HPMS adjustments to the emissions total will occur at the overall Non-Attainment area level [adjustments completed by NHDOT]. *Given the information available, the Transportation Conformity requirements for the Southern NH Non-Attainment area have been met, and the emissions are in conformity with the budgets established in the State Implementation Plan (SIP).*

## TABLE 2: SEACOAST NON-ATTAINMENT AREA AQ SUMMARY

| PROJ NUMBER | PROJECT | 2007 | | | 2017 | | | 2025 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT | VOC | NOx | VMT | VOC | NOx | VMT | VOC | NOx |
| 94-28CM (12250) | Portsmouth (Pease) Transportation Center and Bus Service | | | | | | | | | |
| 94-31CM & 94-32CM | Pease/Portsmouth Shuttle | | | | | | | | | |
| 94-33CM | PEASE TMA | | | | | | | | | |
| 96-01 (12656) | UNH Vanpools via Statewide Grant | | | | | | | | | |
| 96-02 (12655) | Alternative Transportation Marketing | | | | | | | | | |
| 96-15CM (12660) | COAST Fleet Replacement | | | | | | | | | |
| 96-16CM (12679) | COAST PSA Marketing Campaign | | | | | | | | | |
| 98-02CM | CLEAN DRIVING CAMPAIGN | | | | | | | | | |
| 98-06 (13126) | COAST Pulse Service | | | | | | | | | |
| 98-15CM (13129) | Dover Arena Park and Ride | | | | | | | | | |
| 00-05CM (13509) | Dover Downtown Transit Loop | | | | | | | | | |
| 00-06CM (13510) | UNH Purchase 6-15 Passenger CNG Vans (includes O2-10CM benefits) | | | | | | | | | |
| 00-07CM (13511) | UNH - Purchase mixed fleet to supportWildcat Transit System | | | | | | | | | |
| 00-30CM (13804) | Seacoast Transit Marketing - Downeaster, Bus | | | | | | | | | |
| 02-02CM (13859) | COAST Marketing funds for radio/TV, print and other promotions | | | | | | | | | |
| 02-07CM (13867) | Durham - Main St Reconstruction, pedestrian & Transit improvements | | | | | | | | | |
| 02-08CM (13868) | Durham/ UNH New Rail Platform & Intermodal Station | | | | | | | | | |
| 02-10CM (13870) | CNG Station (benefits included under 00-06CM) | | | | | | | | | |
| 02-13CM (13871) | Supplemental Parking for Exeter Train Station | | | | | | | | | |
| 02-29CM(13880) | COAST Spaulding Turnpike Express Service | | | | | | | | | |
| 02-32CM (13882) | DES DIESEL OPACITY PROJECT | | | | | | | | | |
| 02-33CM (13883) | AIR QUALITY ACTION DAYS | | | | | | | | | |
| | **Subtotal (page 1)** | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 |

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VMT = Vehicle Miles of Travel/ Day
VOC = Volatile Organic Compounds (kg/day)
NOx = Nitrogen Oxides (kg/day)

## TABLE 2: SEACOAST NON-ATTAINMENT AREA AQ SUMMARY

| PROJ NUMBER | PROJECT | 2007 VMT | 2007 VOC | 2007 NOx | 2017 VMT | 2017 VOC | 2017 NOx | 2025 VMT | 2025 VOC | 2025 NOx |
|---|---|---|---|---|---|---|---|---|---|---|
| DOT | Commuter Choice Program | | | | | | | | | |
| Regionally Significant | UNH Campus Shuttle | | | | | | | | | |
| 10045A | Portsmouth Park & Ride (Middle Rd)/NH 33 | | | | | | | | | |
| Regionally Significant | Portsmouth-Seabrook Route 1/1A Loop Service | | | | | | | | | |
| 94-12TE, 10025A (EXETER), 10023D(DOVER) | Portland to Boston Passenger Rail Service (Regionally Significant Project) | | | | | | | | | |
| Regionally Significant | DOS Opacity Testing/Enforcement Program | | | | | | | | | |
| 98-10CM (13122) | ETC IMPLEMENTATION | | | | | | | | | |
| 11151Z | I-95 Incident Management System (Part of Statewide RATIS/ITS project) | | | | | | | | | |
| 11238Z & 11238E | Spaulding Turnpike Incident Management System | | | | | | | | | |
| | **Subtotal (page 2)** | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 |
| | **TOTAL OFF-MODEL SAVINGS** | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 | 0 | 0.00 | 0.00 |

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### SEACOAST SERIOUS NON-ATTAINMENT AREA EMISSIONS SUMMARY

| | 2007 VMT | 2007 VOC | 2007 NOx | 2017 VMT | 2017 VOC | 2017 NOx | 2025 VMT | 2025 VOC | 2025 NOx |
|---|---|---|---|---|---|---|---|---|---|
| **BUDGET** | | **6323** | **12410** | | **6323** | **12410** | | **6323** | **12410** |
| MODEL OUTPUT (MOBILE 6.2-NHDOT Vehicle & Fleet Age mix) | 8,875,597 | 6199.0 | 11583.0 | 9,512,082 | 2859.0 | 3596.0 | 9,946,666 | 2035.0 | 2007.0 |
| SUBTRACT OFF-MODEL ADJUSTMENTS | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| TOTAL EMISSIONS OUTPUT | 8,875,597 | 6199.0 | 11583.0 | 9,512,082 | 2859.0 | 3596.0 | 9,946,666 | 2035.0 | 2007.0 |
| HPMS ADJUSTMENT FACTOR | | | | | | | | | |
| SUBTRACT HPMS ADJUSTMENT | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| ADJUSTED OUTPUT | 8,875,597 | 6199.0 | 11583.0 | 9,512,082 | 2859.0 | 3596.0 | 9,946,666 | 2035.0 | 2007.0 |
| **AMOUNT (OVER) UNDER BUDGET IN KG** | | **0.0** | **0.0** | | **0.0** | **0.0** | | **0.0** | **0.0** |

| | VMT | VOC | NOx |
|---|---|---|---|
| 1999 EMISSIONS (BASELINE) | 6,017,343 | 8923 | 13944 |

VMT = Vehicle Miles of Travel/ Day
VOC = Volatile Organic Compounds (kg/day)
NOx = Nitrogen Oxides (kg/day)

## TABLE 3: AQ SUMMARY FOR SEA AND SPW MPO PORTION OF SOUTHERN NH NON-ATTAINMENT AREA

| PROJ NUMBER | PROJECT | 2007 | | | 2017 | | | 2025 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | VMT | VOC | NOx | VMT | VOC | NOx | VMT | VOC | NOx |
| 98-02CM (13121) | CLEAN DRIVING CAMPAIGN (All of Southern NH Non-Attainment Area) | | | | | | | | | |
| 96-03CM (12654) | Intercity Bus Purchase (All of Southern NH Non-attainment Area) | | | | | | | | | |
| 96-02CM (12655) | Alternative Transportation Marketing | | | | | | | | | |
| 96-06 (12658) | DES Statewide Educational Unit | | | | | | | | | |
| 02-33CM (13883) | AIR QUALITY ACTION DAYS | | | | | | | | | |
| 11574 | Epping Park & Ride | | | | | | | | | |
| | Salem, Windham, Londonderry Park & Rides & bus service | | | | | | | | | |
| 10044A | Plaistow Park & Ride - NH 125/Westville Rd | | | | | | | | | |
| 13881 (02-30CM) | Salem Adaptive Signal Controls [will include Pelham Rd. and NH 28 Signal Coordination benefits in 2012 & 2022] | | | | | | | | | |
| 00-31CM | MVRTA Ballardvale Service from Londonderry/Windham to Andover/ Wilmington, MA | | | | | | | | | |
| 13122 (98-10CM) | ETC IMPLEMENTATION (All of Southern NH Non-Attainment Area) | | | | | | | | | |
| 11151Z | I-95 Incident Management System (Southern NH Portion) | | | | | | | | | |
| | **TOTAL SAVINGS** | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |

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### SOUTHERN NH SERIOUS NON-ATTAINMENT AREA (ROCKINGHAM PLANNING COMMISSION PORTION) EMISSIONS SUMMARY

| | 2007 | | | 2017 | | | 2025 | | |
|---|---|---|---|---|---|---|---|---|---|
| | VMT | VOC | NOx | VMT | VOC | NOx | VMT | VOC | NOx |
| MODEL OUTPUT (MOBILE 6.2-NH Vehicle and Fleet Age mix) | 4,615,584 | 3508.0 | 6136.0 | 5,425,877 | 1720.0 | 2140.0 | 5,531,404 | 1217.0 | 1144.0 |
| SUBTRACT OFF-MODEL ADJUSTMENTS | 0 | 0.0 | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| TOTAL EMISSIONS OUTPUT | **4,615,584** | **3508.0** | **6136.0** | **5,425,877** | **1720.0** | **2140.0** | **5,531,404** | **1217.0** | **1144.0** |

| | VMT | VOC | NOx |
|---|---|---|---|
| 1999 EMISSIONS (BASELINE) | 2,997,993 | 4349 | 6984 |

VMT = Vehicle Miles of Travel/ day
VOC = Volatile Organic Compounds (kg/day)
NOx = Nitrogen Oxides (kg/day)

# APPENDIX D-1: EXEMPT CODE LIST

# PROJECTS EXEMPT FROM CONFORMITY

**SAFETY**

E-1 Railroad/highway crossing.
E-2 Hazard elimination program.
E-3 Safer non-Federal Aid system roads.
E-4 Shoulder improvements.
E-5 Increasing sight distance.
E-6 Safety improvement program.
E-7 Traffic control devices and operating assistance other than signalization projects.
E-8 Railroad/highway crossing warning devices.
E-9 Guardrails, median barriers, crash cushions.
E-10 Pavement resurfacing and/or rehabilitation.
E-11 Pavement marking demonstration.
E-12 Emergency relief (23 U.S.C. 125).
E-13 Fencing.
E-14 Skid treatments.
E-15 Safety roadside rest areas.
E-16 Adding medians.
E-17 Truck climbing lanes outside the urbanized area.
E-18 Lighting improvements.
E-19 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
E-20 Emergency truck pullovers.

**MASS TRANSIT**

E-21 Operating assistance to transit agencies.
E-22 Purchase of support vehicles.
E-23 Rehabilitation of transit vehicles.{1}
E-24 Purchase of office, shop, and operating equipment for existing facilities.
E-25 Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
E-26 Construction or renovation of power, signal, communications systems.
E-27 Construction of small passenger shelters and information kiosks.
E-28 Construction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
E-29 Rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way.
E-30 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.{1}
E-31 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

**AIR QUALITY**

E-32 Continuation of ride-sharing and van-pooling promotion activities at current levels.
E-33 Bicycle and pedestrian facilities.

**OTHER**

Specific activities which do not involve or lead directly to construction, such as:
E-34 Planning and technical studies.
E-35 Grants for training and research programs.
E-36 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
E-37 Federal-aid systems revisions.
E-38 Engineering to assess social, economic, and environmental effects of the proposed action to

alternatives to that action.
E-39 Noise attenuation.
E-40 Advance land acquisitions (23 CFR part 712 or 23 CFR part 771).
E-41 Acquisition of scenic easements.
E-42 Plantings, landscaping, etc.
E-43 Sign removal.
E-44 Directional and informational signs.
E-45 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities).
E-46 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, exempt projects involving substantial functional, locational or capacity changes.
ATT. Project is located in attainment area and, therefore, not subject to conformity.

**PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES**
E-51 Intersection channelization projects.
E-52 Intersection signalization projects at individual intersections.
E-53 Interchange reconfiguration projects.
E-54 Changes in vertical and horizontal alignment.
E-55 Truck size and weight inspection stations.
E-56 Bus terminals and transfer points.

**OTHER EXEMPT CODES**
N/E Project is not exempt
{1} PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

# APPENDIX D-2: EXEMPT PROJECTS LIST

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## APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| | Deerfield - Pittsfield | Manchester | NH 107 - Construct Guardrails | E-9 | NO | 2001 |
| 10429D Contract 2 | Northwood | Manchester | Landscaping @ NH43 | E-42 | NO | 1999 |
| 11143 Contract 2 | Northwood | Manchester | US4 - Sight distance improvements @ Bow Lake Road | E-5 | NO | 2002 |
| 13308 | Northwood | Manchester | NH 43 - Rehabilitate at Lower Deerfield Rd north 2500' | E-10 | NO | 2003 |
| 11143 | Northwood | Manchester | US4/NH152 intersection safety improvements | E-53 | yes | 2004 |
| 10429E | Northwood - Nottingham | Manchester | US4 - Intersection safety improvement @ NH152 | E-6 | NO | 2002 |
| 11140 | Nottingham | Manchester | US4 - Safety improvements eastboung passing lane | E-19 | NO | 1999 |
| 13712 | Epping | Manchester | NH-125 - Reconstruct from Brentwood T/L to NH 87 | E-6 | yes | 2012 |
| 11324B | Epping - Hampton | Manchester - Seacoast | NH 101 - Mitigation site/phase 2, north pit | E-42 | NO | 1999 |
| 11324C | Epping - Hampton | Manchester - Seacoast | NH 101 - Preparation of EIS - 4 lane long range monitoring | E-34 | NO | 1999 |
| 11324B | Epping - Hampton | Manchester - Seacoast | NH 101 - Landscape east pit | E-42 | NO | 2009 |
| 085-MP-3 | Seacoast MPO | Seacaoast | Metro Planning | E- | NO | 1999 |
| **Seacoast Non-Attainment Area** | | | | | | |
| 13461 | Barrington | Seacoast | intersection reconstruction & signalization | E-52 | yes | 2001 |
| 13453 | Barrington | Seacoast | NH 9 - Construct stone-lined ditch & replace culvert w/24" HDPE & 490' perf underdrain | E-4 | No | 2001 |
| RD-21 | Barrington | Seacoast | NH 125 @ Green Hill Road - Add dedicated turning lanes | E-51 | NO | 2009 |
| RD-23 | Barrington | Seacoast | NH 9 and US 202 intersection analysis study and reconstruction | E-34 | NO | 2011 |
| | COAST | Seacoast | Maintenance review (capital) | E-34 | NO | 1999 |
| | COAST | Seacoast | Office computers and related support equipment (capital) | E-24 | NO | 1999 |
| | COAST | Seacoast | Replace (FY97) and rehabilitate (FY98 & 99) on (1) small transit bus (capital) | E-30 | NO | 1999 |
| | COAST | Seacoast | Associated capital maintenance items (captial) | E-24 | NO | 1999 |
| | COAST | Seacoast | Miscellaneous support equipment (capital) | E-24 | NO | 1999 |
| 12645 | COAST | Seacoast | Purchase and place 19 bike racks/lockers @ key stops, create better link with current COAST transit services & bikes, provide safe storage for bikes [96-22TE] | E-33 | NO | 2000 |
| | COAST | Seacoast | 2 vehicles | E-30 | NO | 2000 |
| | COAST | Seacoast | Operating and capital assistance | E-21 | NO | 2000 |
| 94-32CM (12253) | COAST | Seacoast | Pease Tradeport - Implement Trolley bus system connecting Pease and Portsmouth | E-21 | NO | 2001 |
| | COAST | Seacoast | Operating Assistance including ME Section 9 Funds annually transferred to NH for COAST operations | E-21 / E-32 | NO | 2003 |
| TR-14 | COAST | Seacoast | New Transit service along US 1 corridor from Portsmouth to Seabrook | E-21 / E-32 | NO | 2009 |
| TR-19 | COAST | Seacoast | Expand COAST route 6 to include full NH 11 corridor service | E-21 / E-32 | NO | 2009 |
| TR-40 | COAST | Seacoast | Expand frequency of COAST Route 7 from Portsmouth to Exeter [future CMAQ] | E-21/E-22 | NO | 2009 |
| 12093 | Dover | Seacoast | Spaulding Tpke - Bridge Rehab and widen NB & SB over NH 108 and RR Spur | E-19 | NO | 1999 |
| 12331 | Dover | Seacoast | Sixth St Reconstruction from Connector to Whittier St | E-10 | NO | 1999 |
| 13042 | Dover | Seacoast | Reconstruct B&M/NH 9 Bridge to double stack clearance PE and ROW only | E-19 | NO | 1999 |
| 94-13TE (12168) | Dover | Seacoast | Knox Marsh Rd (NH 155) Construct 1000' of sidewalk between Res and Commercial Areas | E-33/45 | NO | 1999 |
| BP-8 | Dover | Seacoast | NH 108/ North Weeks Sidewalk | E-33 | NO | 1999 |
| 12103 | Dover | Seacoast | Sixth Street Bridge Rehab over Spaulding Tpke 105/138 | E-19 | NO | 2000 |
| 12104 | Dover | Seacoast | Bridge Rehab over Spaulding Tpke 121/106 | E-19 | NO | 2000 |
| 96-29TE (12643) | Dover | Seacoast | NH 108 Bike Improvements from Madbury Line to Back River Road | E-33 | NO | 2000 |
| 96-31TE (12642) | Dover | Seacoast | Oak Street Sidewalk Construction 1700' | E-33 | NO | 2000 |
| 12102 | Dover | Seacoast | Cushing St Bridge Rehab over Spaulding 160/083 | E-19 | NO | 2001 |
| 12688 | Dover | Seacoast | NH 108 intersection improvement @ back river road & signal coordinbation | E-52 | yes | 2001 |
| 96-28TE (12644) | Dover | Seacoast | NH 108 Sidewalk Construction from Weeks to Long Hill Rd | E-33 | NO | 2001 |
| 98-14TE (13089) | Dover | Seacoast | NH 155/Knox Marsh Sidewalk - construct new 2000' in high density residential employment area to complete previously approved project | E-33 | NO | 2001 |
| 13153 | Dover | Seacoast | Spaulding Turnpike - Bridge rehabilitation, Glenwood Ave over Spaulding Turnpike -127/104 | E-19 | NO | 2002 |
| 13154 | Dover | Seacoast | Spaulding Turnpike - Bridge rehabilitation, Tolend Road over Spaulding Turnpike - 106/125 | E-19 | NO | 2002 |
| 13155 | Dover | Seacoast | Spaulding Turnpike - Bridge rehabilitation, Cataract Ave over Spaulding Turnpike - 127/104 | E-19 | NO | 2002 |

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## APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| 13482 | Dover | Seacoast | NH 108 - Construct bike path alon rail line from Rail Station to NH 108/Bellamy Park [00-20TE] | E-33 | NO | 2002 |
| 10619 | Dover | Seacoast | Spaulding Turpnike- Expand Dover Toll Facility PE Only - MPO has not approved C | E-34 | YES | 2003 |
| 12608 | Dover | Seacoast | NH 108 add left turn lane @ Long Hill Rd | E-51 | NO | 2005 |
| BP-13 | Dover | Seacoast | Henry Law Ave Sidewalk | E-33 | NO | 2009 |
| BP-29 | Dover | Seacoast | Cocheco River Bikepath from Downtown to County Farm path | E-33 | NO | 2009 |
| BP-30 | Dover | Seacoast | Old B&M Railroad bikepath along County Farm Road into Downtown Dover | E-33 | NO | 2009 |
| RD-46 | Dover | Seacoast | Oak Street between Broadway and NH 4. Widen and define lanes add shoulders and sidewalks | E-4 | NO | 2009 |
| RD-24 | Dover | Seacoast | Glenwood Avenue- Reconstruction - No additional lanes or capacity | E-19 | NO | 2013 |
| RD-35 | Dover | Seacoast | Columbus Ave and NH 9 - Intersection Signalization | E-52 | NO | 2013 |
| BR-12 | Dover | Seacoast | Washington Street Bridge Construction. Rebuild Historic Bridge over Cocheco River for vehicular use | E-19 | NO | LRP |
| ST-4 | Dover | Seacoast | Study reconstruction of Upper Factory Road between Sixth Street and Columbus Avenue | E-34 | NO | |
| RD-37 | Dover-Rochester | Seacoast | County Farm Road - Rochester Neck and Tolend Road. Upgrade facilities to go with (BR-14) | E-19 | NO | 2013 |
| TR-25 | Dover-Rochester | Seacoast | Construct new Park and Ride Facility off Spaulding north of Exit 9 | E-21 | No | LRP |
| 13063 | Dover-Rollinsford | Seacoast | Broadway and Oak Intersection Signalization and Channelization | E-52 | YES | 2001 |
| 13063 | Dover-Rollinsford | Seacoast | Broadway - intersection with Oak St signalization to improve safety | E-53 | Yes | 2001 |
| 11925 | Durham | Seacoast | Construct European bicycle stations at several locations and restriping exisitng bike lanes and exisiting roadways TE project | E-33 | NO | 1999 |
| 12347B | Durham | Seacoast | Construct 10' shoulders and related work on US 4 | E-33 | NO | 1999 |
| C2424C | Durham | Seacoast | NH 108 Reconstruction from Mill Pond Rd to Coes Corner and Signalization at Corner | E-10 | NO | 1999 |
| | Durham | Seacoast | US 4 - Safety Study from Scammell Bridge to Mabury Road | E-34 | NO | 1999 |
| 12959 | Durham | Seacoast | US 4 from NH 108 interchange east .5 miles shoulder widen and overlay | E-4 | NO | 2000 |
| 98-16TE | Durham | Seacoast | Construct 4' bike shoulder north of US 4 Bypass between Canney Road and Baghdad Road to complete MPO Bike network section | E-33 | NO | 2002 |
| | Durham | Seacoast | Install bus shelter lighting and signal and gate activation system [added 2001-2003 TIP Amendment #9 - June, 2002] | E-24 | NO | 2003 |
| BR-24 | Durham | Seacoast | Bennett Road over B&M Railroad bridge replacements 093/080 | E-19 | NO | 2008 |
| BP-21 | Durham | Seacoast | Wagon Track Trail Phase II - Add new trail from Wagon Track Phase 1 to Wagon Hill Farm to include bike ped tunnel under US 4 | E-33 | NO | 2019 |
| ST-01 | Durham | Seacoast | Study of Southern and Northern Connector Roads from US 4 Bypass to town center and NH 108 south of town | E-34 | NO | LRP |
| 12136 | Durham-Madbury | Seacoast | Construct bike path from Durham through Madbury to Scammel bridge following along "old wagon track" from Durham to Cedar Point (94-09TE) | E-33 | NO | 2000 |
| 98-17TE (13080) | Durham-Newmarket | Seacoast | NH 108 construct 4' bike s shoulder from Oyster River Bridge to Dame Road and Sanbourn Ave | E-33 | NO | 2001 |
| 13057 | Epping | Seacoast | NH 87 - Rehab bridge over Lamprey River (#151-069) | E-19 | NO | 2001 |
| - | Epping | Seacoast | NH 125 reconstruct from Brentwood T/L to NH 87 PE | E-19 | NO | 2009 |
| 12197 | Epping - Hampton | Seacoast | NH 101/51 preliminary engineering for landscaping | E-42 | NO | 1999 |
| 11324A | Epping-Hampton | Seacoast | NH101 - purchase south pit mitigation site, conner farm maintenance | E-42 | NO | 1999 |
| BR-11 | Exeter | Seacoast | NH 27 Water Street/High Street Bridge Reconstruction | E-19 | NO | 1999 |
| 98-02ATE (13092) | Exeter | Seacoast | Designated shoulder bicycle lanes to complete a continous loop connecting the town residential, commercial, & beach areas (98-02ATE) | E-33 | NO | 2001 |
| 99-02ATE | Exeter | Seacoast | NH 27- Designated bicycle shoulders on this route to complete contnuous bicycle loop around great bay | E-33 | NO | 2001 |
| 96-16TE(12684) | Exeter | Seacoast | Construct 750' of sidewalk on south side of NH 27 between Harvard St. & Main St. School | E-33 | NO | 2009 |
| BP-09 | Exeter | Seacoast | NH 111 Sidewalk | E-33 | NO | 2009 |
| RD-15 | Exeter | Seacoast | Epping Road Right-of-Way Acquisition; Access management; driveway consolidation | E--40 | NO | 2009 |
| BP-18 | Exeter | Seacoast | Widen shoulders on all State roads including NH 88 | E-42 | NO | 2020 |
| BR-15 | Exeter | Seacoast | B&M Park Street Bridge Reconstruction | E-19 | NO | 2020 |
| 12197D | Exeter - Hampton | Seacoast | NH 51 - Landscape East of Guinea Rd. to East of I-95 | E-42 | NO | 2001 |
| 10423K | Exeter - Hampton | Seacoast | NH 51 - Final paving, signing, striping | E-6 / E-11 | NO | 2009 |
| TR-12 | Exeter-Hampton | Seacoast | Exeter-Hampton Shuttle Service contingent on Amtrak Service | E-21 | NO | 2009 |
| 12682 | Farmington | Seacoast | Spring Street- Construct 2640' sidewalk [96-27TE] | E-33 | NO | 2000 |
| 13299 | Farmington | Seacoast | Tibbetts Hill Road - Bridge replacement over Cocheco River Relief [059/143] | E-19 | NO | 2002 |
| 12578 | Greenland | Seacoast | Depot St. - Reconstruct crossing/signals @ B&M RR | E-1 | NO | 1999 |
| 13465 | Greenland | Seacoast | Contruct drainage improvements closed system & swales @ Breakfast hill road. | NO | E-4 | 2001 |

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# APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| RD-19 | Greenland | Seacoast | NH 33 and Bayside Rd Intersection Signalization | E-52 | NO | 2009 |
| RH-4 | Greenland | Seacoast | NH33/B&M Rail crossing; upgrade to full gates | E-8 | NO | 2009 |
| RD-41 | Greenland | Seacoast | NH 33/Ocean Rd. Intersection Upgrade; add turn lanes | E-51 | YES | 2010 |
| RD-42 | Greenland | Seacoast | NH 33/Post Road; add turn lanes and upgrade intersection | E-51 | YES | 2011 |
| 12869 | Hampton | Seacoast | US1 NH 27 to B&M Railroad crossing widen and reconstruct roadway….upgrade two signalized intersections | E-10 | NO | 2000 |
| 12869 | Hampton | Seacoast | US1 signalize 2 intersections nh 27 to b&m rr | E-52 | yes | 2001 |
| BP-22 | Hampton | Seacoast | Bicycle lanes from Exeter to Coast on NH 27, Winnicunnut Rd. | E-33 | NO | 2009 |
| BR-25 | Hampton | Seacoast | NH 27 over B&M RR (162-142) | E-19 | NO | 2009 |
| RD-32 | Hampton | Seacoast | US 1/Winnicunnet Rd. Signalize and add turn lanes | E-52 | YES | 2009 |
| RD-32 | Hampton | Seacoast | NH 101 - Construct sound barrier north side, from I-95 to Towle Farm Rd. | E-39 | NO | 2009 |
| 13391 | Hampton - Dover - Rochester | Seacoast | SFY 2001 Resurfacing (annual) | E-10 | NO | 2001 |
| 13526 | Hampton Falls | Seacoast | NH 88 - Raise profile of road to decrease flooding extend 30" pipe roadwork and related work | E-54 | NO | 2001 |
| 12847 | Hookset-Dover | Seacoast | Central and Spaulding Turnpike - replace substandard guardrail and guardrail terminal usits | E-19 | NO | 1999 |
| RD-34 | Lee | Seacoast | NH 125 Central Barriers erected from Lee Circle to 1/4 mile north | E-16 | NO | 2019 |
| 98-06TE | Littleton-Seabrook Salem | Seacoast | Signage for three entrances to NH visitor center which will welcom….. | E-9 | NO | 2009 |
| 12922 | Madbury | Seacoast | NH 155 Bridge Replacement over B&M Rail 114/084 | E-19 | NO | 2002 |
| SA-09 | Madbury | Seacoast | Madbury: NH 108 Bike Link/Shoulder fix | E-4 | NO | 2009 |
| 13056 | Milton-Wakefield | Seacoast | NH 16 Replace Guardrail from 600' south of Milton /Wakefield TL 6.3 miles north to ,4 miles south of intersection !6 and NH 153 | E-19 | NO | 1999 |
| BP-23 | N. Hampton | Seacoast | Complete bicycle on NH 111 from NH 151 to Coast | E-33 | NO | 2009 |
| 12812 | New Castle | Seacoast | NH 1b - Paint Bridge over Little Harbor | E-19 | NO | 2009 |
| BR-23 | New Castle | Seacoast | NH 1B Little Harbor Bridge | E-19 | NO | 2009 |
| BR-17 | New Castle-Ports. | Seacoast | Wentworth - US 1a Sagamore Creek Bridge safety improvements - Replace Steel Deck Bridge | E-19 | NO | 2020 |
| 10912 | New Durham | Seacoast | Merrymeeting Road Improvements | E-6/10 | NO | 1999 |
| 11719 | Newfields | Seacoast | Foundry - Reconstruct crossing and signals at B&M Railroad | E-8 | NO | 1999 |
| 13026 | Newfields | Seacoast | NH 85 & NH 87 Intersection Improvements | E-53 | NO | 1999 |
| P4386 | Newfields | Seacoast | (NH108)Replace bridge over Squamscott and reconstruct intersection | E-51 | Yes | 2001 |
| 12466 | Newfields | Seacoast | NH 85 - Rehabilitate bridge over B&M RR 125/065 | E-19 | NO | 2001 |
| SA-10 | Newfields | Seacoast | Newfields: NH 108 Bike Link/Shoulder fix | E-4 | NO | 2009 |
| RH-3 | Newington | Seacoast | Old Dover Rd. Rail Crossing Upgrade | E-1 | NO | 2009 |
| 10651 | Newmarket | Seacoast | Replace Packers Falls Rd Bridge over Piscassic 112/098 | E-19 | NO | 1999 |
| 12828 | Newmarket | Seacoast | NH 108 Main Street - resurface | E-10 | NO | 2001 |
| 98-19TE (13107) | Newmarket | Seacoast | Construct new 3560 foot sidewalk from Irving gas to B& M railroad on east side of Street. Add 3' shoulders on both sides | E-33 | NO | 2002 |
| 00-73TE (13499) | Newmarket | Seacoast | Reconstruct Main Street to improve pedestrian facilities | E-33 | NO | 2004 |
| RD-50 | Newmarket | Seacoast | NH 108 Corridor Upgrade from Newfields T/L to downtown Newmarket add center turning lane and shoulder improvements | E-4 | YES | 2009 |
| RH-5 | Newmarket | Seacoast | Elm Street RR Crossing Rehab and upgrade with gates | E-8 | NO | 2009 |
| 96-70TE | NHDOT | Seacoast | Acquire 6 miles of Farmington Branch RR | E-33/45 | NO | 1999 |
| 13011 | North Hampton | Seacoast | I-95 -Blue Star Tpk-Replacement of Overhead sign structure | E-7 | NO | 1999 |
| 00-77TE (13501) | North Hampton | Seacoast | NH 111 - Construct shoulders | E-4 | NO | 2003 |
| BP-26 | Pease Int'l Tradeport | Seacoast | Bicycle improvement within tradeport | E-33 | NO | 2009 |
| TR-17 | Ports-Manchester | Seacoast | Transit service from Portsmouth to Manchester and Airport [future CMAQ] | E-21 | NO | 2005 |
| 12296 | Portsmouth | Seacoast | Rockingham bridge - Construct bikeway for ped/bike spanning Spaulding Tpke from Ashland Rd. [94-26TE]] | E-33 | NO | 1999 |
| | Portsmouth | Seacoast | Bridge rehab , NH 33 over I-95 | E-19 | NO | 1999 |
| 96-15TE (12646) | Portsmouth | Seacoast | Purchase & install bike racks at 10 destination points along bike routes including downtown & schools | E-33 | NO | 1999 |
| 12329 | Portsmouth | Seacoast | Court St. - Recon from Middle St. to Marcy St. | E-10 | NO | 2001 |
| 96-17TE (12683) | Portsmouth | Seacoast | Create safe bicycle route from downtown to future bike/ped bridge into Pease. - Shoulder const., restriping, signage | E-33 | NO | 2001 |
| 13523 | Portsmouth | Seacoast | Reconstruction of New Castle Ave (NH 1B) from Marcy Street to Bridge over Piscataqua River inlet | E-10 | NO | 2002 |
| 10665 | Portsmouth | Seacoast | NH 101 - Replace bridge over B&M RR | E-19 | NO | 2003 |
| | Portsmouth | Seacoast | US1/Constitution Ave Intersection and Roadway improvements | E-51 | YES | 2003 |
| RD-07 | Portsmouth | Seacoast | Banfield/Peverly Intersection Realignment | E-52 | YES | 2003 |
| | Portsmouth | Seacoast | Entrance Sign, Security System improvmentts and arrival/departure monitors at Portsmouth Transportation Center [Added 2001-2003 TIP, Amendment #9 - June, 2002] | E-24 | NO | 2003 |

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# APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| 12899 | Portsmouth | Seacoast | US 1 Bypass - Rehab bridge @ islington St. over US 1 byp. | E-19 | NO | 2005 |
| 12900 | Portsmouth | Seacoast | US 1 Bypass - Rehab bridge @ Maplewood Ave over US1 byp | E-19 | NO | 2005 |
| 12901 | Portsmouth | Seacoast | US 1 Bypass - Rehab bridge @ NH 33 over US1 byp | E-19 | NO | 2005 |
| 12902 | Portsmouth | Seacoast | US 1 Bypass - Rehab bridge @ Stark St. over US1 byp | E-19 | NO | 2005 |
| 12903 | Portsmouth | Seacoast | US 1 Bypass - Rehab bridge @ US1 SB over US1 byp | E-19 | NO | 2005 |
| 12980 | Portsmouth | Seacoast | US 1 - Corridor Planning study | E-34 | NO | 2009 |
| BP-11 | Portsmouth | Seacoast | US 1 continuous sidewalk from Bowl-a-rama Plaza to Yokens [future TE][ | E-33 | NO | 2009 |
| BP-14 | Portsmouth | Seacoast | Peverly Hill Road Sidewalk [future TE] | E-33 | NO | 2009 |
| BP-15 | Portsmouth | Seacoast | Middle Road Sidewalk [future TE] | E-33 | NO | 2009 |
| BR-13 | Portsmouth | Seacoast | B&M Bridge over Bartlett Street | E-19 | NO | 2009 |
| BR-17 | Portsmouth | Seacoast | US 1A Sagamore Creek Bridge safety improvements | E-19 | NO | 2009 |
| RD-11 | Portsmouth | Seacoast | Kearsage Way, Market St., I-95 Interchange improvements | E-53 | NO | 2009 |
| RD-12 | Portsmouth | Seacoast | Ocean Road Corridor roadway improvements; shoulders and sidewalks | E-10 | NO | 2009 |
| RH-2 | Portsmouth | Seacoast | Maplewood Ave Rail Xing Upgrade | E-1 | NO | 2009 |
| RD-10 | Portsmouth | Seacoast | Route 1 Bypass Interchange at Maplewood Ave | E-53 | NO | 2020 |
| TP-10 | Portsmouth | Seacoast | Construct Spaulding Turnpike Interchange SB to NB 1-95 Access Ramp | E-53 | NO | 2020 |
| TR-26 | Portsmouth | Seacoast | Rail Link through Pease | E-29 | NO | 2020 |
| 12514 | Portsmouth - Kittery | Seacoast | I-95 Bridge -Painting of truss steel over the Piscataqua River - 258/128 | E-19 | NO | 1999 |
| | Portsmouth - Rye | Seacoast | US 1 - Resurfacing & Recycling | E-10 | NO | 1999 |
| TR-27 | Portsmouth-Conway | Seacoast | Seasonal intercity bus service from Seacoast to Conway | E-21/E-22 | NO | 2009 |
| 11712 | Portsmouth to Errol | Seacoast | Corridor protection study | E-34 | NO | 1996 |
| 13040 | Portsmouth to Rochester | Seacoast | Spaulding Tpke. - Replacement of highway signs & control devices | E-7 / E-44 | NO | 2001 |
| 12868 | Portsmouth-Greenland | Seacoast | NH 33 - Resurfacing & Recycling | E-10 | NO | 1999 |
| 13008 | Portsmouth-Kittery | Seacoast | US 1 Bypass- Barrier gate automation over the Piscataqua River-251/108 (Sarah Long Bridge) | E-44 | NO | 1999 |
| 13009 | Portsmouth-Kittery | Seacoast | US 1 - Barrier gate automation over the Piscataqua River-247/084 (Memorial Bridge) | E-44 | NO | 1999 |
| TR-15 | Portsmouth-Kittery | Seacoast | Transit Service from Portsmouth Kittery | E-21 | NO | LRP |
| | Portsmouth-Rochester | Seacoast | Spaulding Tpke. - Resurfacing | E-10 | NO | 1999 |
| 11922 | Rochester | Seacoast | construct pedestrian bike path on aquired B&M railroad lan (TE project) | E-33 | NO | 1999 |
| 12167 | Rochester | Seacoast | NH 108 - Create "Governor's Road Bike Path from Somersworth T/L to downtown [94-10TE] | E-45 | NO | 1999 |
| 13031 | Rochester | Seacoast | Old Dover Road - Replace bridge over Wardley Brook 158/114 | E-19 | NO | 2002 |
| 13274 | Rochester | Seacoast | NH 108 - Roadway reconstruction from Whitehall road to Columbus Avenue | E-10 | NO | 2002 |
| | Rochester | Seacoast | South Main Street - Reconstruct from Whitehall to Columbus | E-10 | NO | 2002 |
| BP-10 | Rochester | Seacoast | Wakefield Street Enhancement | E-4 | NO | 2005 |
| RD-18 | Rochester | Seacoast | Strafford Square - US 202A/US 202/NH 11 and Walnut Street Intersection Improvements | E-53 / E-48 | YES | 2008 |
| | Rochester | Seacoast | NH 16B - Remove Rail Overpass | E-1 | NO | 2009 |
| BP-16 | Rochester | Seacoast | Old Dover Road Bike Shoulder | E-33 | NO | 2009 |
| BP-19 | Rochester | Seacoast | N Main Street shoulder, curbing and ped enhancements | E-33 | NO | 2009 |
| RD-08 | Rochester | Seacoast | Milton Road Improvements (NH 108 standardize 5' shoulders and curb cuts) | E-4 / E-16 | NO | 2009 |
| RD-14 | Rochester | Seacoast | Columbus Ave/Wakefield Intersection Upgrade - Add Turn lanes to change capacity - already signalized | E-52 | NO | 2009 |
| RD-25 | Rochester | Seacoast | NH 125 - South Main Street to Brock Street upgrade - add lanes and coordinate signals | E-51 | NO | 2009 |
| SA-03 | Rochester | Seacoast | NH 125 Spldg Tpke to Lowell St Signal Fix | E-52 | NO | 2009 |
| SA-05 | Rochester | Seacoast | US 202 Shoulder Improvements to 4' | E-4 | NO | 2009 |
| RD-26 | Rochester | Seacoast | North Main Street - Bridge to Ten Road Rod Intersection improvements (signalization at Ten Rod Road) | E-4 | YES | 2013 |
| RD-27 | Rochester | Seacoast | Salmon Falls Road Improvements - Add Shoulders | E-4 | NO | 2013 |
| RD-28 | Rochester | Seacoast | Washington and Brock Street intersection upgrade. | E-4 | NO | 2013 |
| rd-26 | Rochester | Seacoast | node 868 signalize | E-52 | yes | |
| ST-03 | Rochester | Seacoast | Study of two lane connector from NH 108 via Chestnut Hill Road to NH 11 | | NO | |
| ST-01 | Rochester-Epping | Seacoast | NH 125 Corridor Study | E-34 | NO | 2005 |
| ST-02 | Rochester-Farmington | Seacoast | NH 11 Access Management Study | E-34 | NO | 2004 |

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# APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| RD-38 | Rochester-Farmington | Seacoast | NH 11 Upgrade intersections (signalize @NH 153) | E-52 | YES | 2012 |
| TR-16 | Rochester-Portsmouth | Seacoast | Express COAST route 2 - Additional Operating Assistance for service | E-21/E-22 | NO | 2009 |
| | Rochester-Portsmouth-Dover | Seacoast | State administered transit programs | E-21 / E-32 | NO | 1996 |
| 12467 | Rollinsford | Seacoast | Main Street Bridge Replace over B&M 091/085 | E-19 | NO | 2000 |
| 12653 | Rollinsford | Seacoast | Main Street Sidewalk Linking Town 2130' in two segments {96-26TE]] | E-33 | NO | 2000 |
| BP-12 | Rollinsford | Seacoast | Foundry Street Shoulder Improvements | E-33 | NO | 2006 |
| 12595 | Rye | Seacoast | NH 1A - Recon. Foyes Corner | E-53 | NO | 2001 |
| 12595 | Rye | Seacoast | (US1A)Reconstruct Foyes Corner | E-53 | Yes | 2003 |
| BR-08 | Rye | Seacoast | NH 1A - Replace bridge over Seavey's Creek | E-19 | NO | 2005 |
| BP-07 | Rye | Seacoast | NH 1A Shoulder/Bike Improvements Foyes to Odirorne - Scenic Byways Funded | E-4 / E-43 | NO | 2009 |
| 12308 | Seabrook | Seacoast | NH 107 paint bridge over I-95 | E-19 | NO | 1999 |
| 10295 | Seabrook | Seacoast | (US1)Reconstruct Intersection at NH107 | E-53 | Yes | 2000 |
| 12225 | Seabrook | Seacoast | (US1)Intersection & signals @ railroad Ave | E-52 | Yes | 2000 |
| 10295 | Seabrook | Seacoast | US 1 - Recon intersection @ NH 107 | E-6 | NO | 2001 |
| 13383 | Seabrook | Seacoast | NH 1A & NH 286 - Upgrade Signals | E-52 | Yes | 2001 |
| BP-21 | Seabrook | Seacoast | Curbed sidewalk linking Seabrook Beach community with Hampton Beach | E-33 | NO | 2009 |
| 13424 | Seabrook - Laconia | Seacoast | Guardraill upgrade and other related work from US 1 in Seabrook to US 3/NH 11 in Laconia | E-9 | NO | 2002 |
| 13241 | Seabrook to Portsmouth | Seacoast | from Massachusetts stateline to Maine stateline, study impacts of vehicle weight exemptions | E-34 | NO | 1999 |
| 12325 | Seabrook-Portsmouth | Seacoast | I-95 - Replacement of highway signs & control devices | E-7 / E-44 | NO | 1996 |
| | Seabrook-Portsmouth | Seacoast | US 1 - improve various locations for safety | E-6 | NO | 1996 |
| | Seacoast | Seacoast | Non-urbanized area transit | E-21 | NO | 1999 |
| | Seacoast | Seacoast | Elderly/disabled capital grants | E-21 | NO | 1999 |
| TR-28 | Seacoast-Conway | Seacoast | Upgrade Conway and Ossipee Branch Rail Corridor for Freight and potential passenger rail [future TE] | E-29 | NO | 2009 |
| | Somersworth | Seacoast | Market St - NH 9 Bridge Rehab over Salmon Falls River with Maine 101/114 | E-19 | NO | 2002 |
| | Somersworth | Seacoast | Reconstruct Salmon Falls Rd Bridge over Salmon Falls River #078/214 | E-19 | NO | 2004 |
| RH-1 | Somersworth | Seacoast | Centre Road RR Crossing Rehabilitation | E-1 | NO | 2005 |
| BP-17 | Somersworth | Seacoast | NH108 Bike Improvements [future TE] | E-33 | NO | 2009 |
| RD-06 | Somersworth | Seacoast | High St./Blackwater/Indigo Hill Intersection - Upgrade signals and improve channelization | E-51 / E-52 | NO | 2009 |
| SA-01 | Somersworth | Seacoast | Market and High Street - Intersection Channelize, curbing, sidewalk and ped improvements [future TE] | E-51 | NO | 2009 |
| TR-60 | Somersworth | Seacoast | Somersworth: COAST Route 1 Bus shelters | E-27 | NO | 2009 |
| RD-29 | Somersworth | Seacoast | Market and Winter Street Intersection improvements - ties in with BR-10 | E-33 | NO | 2011 |
| RD-30 | Somersworth | Seacoast | Washington Street Intersection Improvements (High and West High Street) | E-51 | NO | 2011 |
| 12976 | Somersworth-Rochester | Seacoast | Rehabilitation NH 16B @ various locations | E-19 | NO | 2002 |
| | Stratham | Seacoast | NH 108 - Resurfacing & Recycling | E-10 | NO | 1999 |
| BP-27 | Stratham | Seacoast | Squamscott Rd. Bicycle lanes | E-33 | NO | 2009 |
| SA-08 | Stratham | Seacoast | NH 108 / Bunker Hill Ave.: Signalization and turn lanes | E-52 | YES | 2009 |
| SA-14 | Stratham | Seacoast | Turn lane and possible signal at NH 108/Squamscott Rd [future CM] | E-52 | NO | 2009 |
| BP-24 | Stratham | Seacoast | Bicycle lane improvements on NH 33 and NH 108 including traffic circle | E-33 | NO | 2020 |
| SA-07 | Stratham | Seacoast | NH 33/Winnicut Rd Traffic signals, turning lanes and intersection alignment | E-52 | YES | 2020 |
| 12197D | Stratham - Exeter | Seacoast | NH 101/51 landscape west of NH 108 to east of Guinea Road (approx 1.2 miles) | E-42 | NO | 2001 |
| 10421A-C | Stratham- Exeter | Seacoast | NH 101 Various Construction projects | E-19 | NO | 1999 |
| 13271 | Wakefield | Seacoast | Chapel St. - Bridge Replacement over Branch River 291/066 | E-19 | NO | 2001 |
| 12273 | Wolfeboro-Brookfield-Wakefield | Seacoast | Develop/Improve 13 miles of year round multiple use trail [94-14TE] | E-33 | NO | 2000 |

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## APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| 12641 | Wolfeboro-Brookfield-Wakefield (Sanborville) | Seacoast | Continue preservation of historic railroad corridor to serve as a trail & bike path providing efficient transportation alternatives to parking for ridesharing to points north and south [96-34TE] | E-33 | NO | 2009 |
| SEA51 | Rochester - Epping | Seacoast - Marginal | Rochester-Epping: NH125 Corridor Study | E-36 | NO | 1999 |
| | COAST | Seacoast - So. Manchester | Transit service from Portsmouth -Durham- Concord | E-21 | NO | 2020 |
| | Brentwood-Exeter | Seacoast - Southern NH | NH 101 - Landscape West of North Rd. to East of NH 27, approx. 4.5 miles. | E-42 | NO | 1999 |
| TR-23 | Dover-Plaistow | Seacoast - Southern NH | Purchase train set for use on Boston-Portland run. NH tailored commuter service to expand daily RTs | E-21 | NO | 2005 |
| BP-28 | Portsmouth-Seabrook | Seacoast - Southern NH | Off road multi-use path along Hampton Branch | E-33 | NO | 2020 |
| | Seabrook - Fremont | Seacoast - Southern NH | NH 107 - Construct Guardrails | E-9 | NO | 2002 |
| 12966 | Deerfield-Northwood | Seacoast and Southern | NH 43 Rehabilitate 1 mi continuing where Northwood project 12585 ends | E-19 | NO | 1999 |
| | Statewide | Seacoast, Southern, Manchester | Statewide bus equipment and facilities improvement [Added to 2001-2003 TIP, TIP Amendment #9 - June, 2002] | E-24 | NO | 2003 |
| **Southern NH Non-Attainment Area (SEA & SPW MPO Portions)** | | | | | | |
| XRD-15 | Atkinson | Southern NH | Hilldale Avenue: general upgrade: widen shoulders, repave | E-4 | YES | 1999 |
| 13535 | Danville | Southern NH | Sandown Rd. bridge over Exeter River: reconstruct or replace | E-19 | NO | 2009 |
| 13536 | Danville | Southern NH | Old Johnson Rd. bridge over Colby Brook: reconstruct or replace | E-19 | NO | 2009 |
| 13445 | Danville-Kingston-South Hamtpon | Southern NH | Box culvert & twin 42" RCP | E-4 | NO | 2001 |
| 13462 | Hampstead | Southern NH | NH 111 / East Road: signalize intersection, add turn lanes | E-52 | YES | 2003 |
| | Kensington - Seabrook | Southern NH | NH 107 - Construct Shoulders | E-4 | NO | 2002 |
| 13012 | Kingston | Southern NH | NH 125 left turn lane @ Old Coach Road | E-51 | YES | 1999 |
| 13013 | Kingston | Southern NH | (125) traffic signals at New Boston Rd | E-51 | YES | 2000 |
| | Kingston | Southern NH | NH 111 - Construct shoulders | E-4 | NO | 2004 |
| XBP-5 | Kingston | Southern NH | Pavement Markings/Spot Improvements for Bikes on NH 111 | E-29 | NO | 2009 |
| XSA-1 | Kingston | Southern NH | NH 111 minor roadway improvements; add signals @ Madison Ave. | E-52 | YES | 2009 |
| XST-1 | Kingston/Danville/Hamsptead/Atkinson | Southern NH | Access Management Plan & Improvement | E-44 | NO | 2009 |
| XBR-7 | Newton | Southern NH | Pond Rd. bridge over B&M RR: reconstruct or replace | E-19 | NO | 2009 |
| 12914 | Plaistow | Southern NH | NH 121A Intersection Improvements at Danville Road | E-52 | NO | 1999 |
| 12914 | Plaistow | Southern NH | (121A)intersection improvements | E-51 | Yes | 2000 |
| 12917 | Plaistow | Southern NH | 121A/125 widen for turn lanes | E-51 | Yes | 2000 |
| 10005 | Plaistow | Southern NH | Kingston Rd Replace Bridge over B&M RR - 137/115 | E-19 | NO | 2003 |
| 12359 | Plaistow | Southern NH | NH 121 Replace bridge over Little River and B&M Railroad 105/028 | E-19 | NO | 2003 |
| 12917 | Plaistow | Southern NH | NH 121A to NH 125 widen for turn lanes | E-19 | YES | 2003 |
| 13515 (00-20CM) | Plaistow | Southern NH | Commuter Rail Service to Boston - Capital & Operating | E-21 | NO | 2005 |
| XTR-6 | Plaistow | Southern NH | NH 28 Corridor fixed route bus service w connections to MVRTA | E-21 | NO | 2007 |
| 13110 (98-05TE) | Plaistow | Southern NH | town hall, Pollard elementary school, public library & public safety complex (98- | E-33 | NO | 2009 |
| XBR-8 | Plaistow | Southern NH | Old Danville Rd. bridge over Little River: reconstruct or replace | E-19 | NO | 2009 |
| 13803 | Plaistow | Southern NH | Widening for Center turn lane from the Massachusetts S/L to Westville Bridge | E-51 | YES | 2007 |
| XRD-13 | Plaistow | Southern NH | NH 121 (Main St.) and North Avenue: reconstruct, widen and signalize intersection | E-51 | YES | 2009 |
| XRD-8 | Plaistow | Southern NH | 125/121A/Hazeltine/Chandler Ave. intersection realignment/signalization (Part in MA) | E-53 | NO | 2009 |
| XRD-14 | Plaistow-Kingston | Southern NH | NH 125 improve alignment and reduce grades, various locations | E-2 | NO | 2009 |
| XBP-4 | Plaistow-Kingston | Southern NH | Pavement Marking/Spot Improvements for Bikes on NH 125 | E-33 | NO | 2009 |
| XTR-5 | Salem | Southern NH | NH 28 Corridor fixed route bus service w connections to MVRTA | E-21 | NO | 2007 |
| 12334 | Salem | Southern NH | NH 28 Reconstruct Intersection, Main Street @ Depot Street including signals, left turn lane & approaches | E-51 | YES | 2009 |
| XBP-6 | Salem | Southern NH | Meisner Road Sidewalks | E-33 | NO | 2009 |
| XBR-10 | Salem | Southern NH | North Main Street bridge over Spickett River: reconstruct or replace | E-19 | NO | 2009 |
| XBR-11 | Salem | Southern NH | Emerson Way bridge over Widow Harris Brook: reconstruct or replace | E-19 | NO | 2009 |

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## APPENDIX D-2
## Exempt Transportation Project Summary

| Project # | Community | Non-Attainment Area | Project Description | Exempt Code | Included in the model? | Proposed Completion Year |
|---|---|---|---|---|---|---|
| XBR-9 | Salem | Southern NH | Lawrence Rd. bridge over Spickett River: reconstruct or replace | E-19 | NO | 2009 |
| 13428 | Salem - Atkinson | Southern NH | Guardrail upgrade & other related work from Windham T/L to Hampstead T/L | E-9 | NO | 2005 |
| | Salem - Londonderry | Southern NH | Construct Guardrail | E-9 | NO | 2002 |
| 10418E contract 1 | Salem to Manchester | Southern NH | wetland mitigation acquisition, design, and construction | E-42 | NO | 1999 |
| 10418E contract 2 | Salem to Manchester | Southern NH | wetland mitigation acquisition, design, and construction | E-42 | NO | 1999 |
| | Salem- to Manchester | Southern NH | Environmental impact study | E-38 | NO | 1999 |
| XTR-7 | Salem/Derry/Windham | Southern NH | Fixed Route Transit Service, capital and operating | | NO | 2012 |
| | Salem-Plaistow-Windham | Southern NH | elderly disabled capital grants | E-32 | NO | 1999 |
| XTR-3 | Salem-Windham | Southern NH | Bus Service to Manchester Airport, Manchester, Concord | E-21 | NO | 2003 |
| XRD-9 | Salem-Windham | Southern NH | I-93, Intelligent Traffic System | E-6 / E-11 | NO | 2009 |
| | S-P-W MPO | Southern NH | State administered transit program | E-21 / E-32 | NO | 1996 |
| XTR-2 | SPW Region | Southern NH | Elderly / Disabled capital grants 2002-2008 ($33,000/day) | E-22 | NO | 2009 |
| 11280 | Windham | Southern NH | rehabilitation of NH & SB weigh stations | E-55 | NO | 1999 |
| 98-03TE | Windham | Southern NH | Lowell Road Phase 1 to construct shared roadway bicycle lane - 2.8 miles (98-03TE) | E-33 | NO | 2009 |
| 13113 | Windham | Southern NH | Shared Roadway Bike Lane on North Lowell | E-33 | NO | 2009 |
| 12816 | Windham | Southern NH | NH 111A & Langdon Road improve intersection | 99-01 STIP | YES | 2003 |
| 10075B | Windham-Salem | Southern NH | NH 111 Reconstruction @ lake Street | E-52 | YES | 2009 |
| 085-MP-2 | SPW Region | SPW | Metro Planning | E- | NO | 1999 |

**Includes exempt projects for 4 Manchester area communities: Epping, Fremont, Northwood, & Nottingham per NHDOT guidance**

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# APPENDIX D-3: NOT-EXEMPT PROJECTS LIST

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# APPENDIX D-3

## Not Exempt Transportation Project Summary

**checked 10/14/04 - dw**

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 96-16CM (12679) | SEA | SRPC | COAST | Seacoast | Provide expanded marketing opportunities and promote public transportation . | 99-01 STIP (8/4/99) | NO | Baseline | 2000 | 2007 |
| 96-15CM (12660) | SEA | SRPC | COAST | Seacoast | COAST - Replace transit vehicles with mixed fleet | 99-01 STIP (8/4/99) | NO | Baseline | 1999 | 2007 |
| 02-02CM (13859) | SEA | SRPC/RPC | COAST | Seacoast | Marketing funds to provide public transportation in the Seacoast Region: Television, Radio, Print, Local Events and Promotions. | 2003-2005 TIP | NO | Action | 2003 | 2007 |
| 13880 | SEA | SRPC/RPC | COAST | Seacoast | Coast commuter express service along the Spaulding Trunpike | 03-05 STIP | NO | Action | 2005 | 2007 |
| TP-05 | SEA | SRPC | Dover | Seacoast | Exit 8A - Build new interchange with direct connection to NH 9 | LRP | YES | Action | 2019 | 2025 |
| 00-05CM (13509) | SEA | SRPC | Dover | Seacoast | Downtown Transit Loop | 03-05 STIP | NO | Action | 2003 | 2007 |
| TP-04 | SEA | SRPC | Dover | Seacoast | Exit 9 - Upgrade to full cloverleaf | LRP | YES | Action | 2009 | 2017 |
| 13215 | SEA | SRPC | Dover | Seacoast | At little Bay Bridges, replace concrete barrier, construct emergency ramp and add toll booths at exit 6 | 99-01 STIP amend #6 | YES | Baseline | 2000 | 2007 |
| 96-10CM (12688) | SEA | SRPC | Dover | Seacoast | NH 108 Intersection Improvement at Back River Road - signalize and coordinate with adjacent signal @ Mill Street | 03-05 STIP | Partly, signal coord not | Action | 2003 | 2007 |
| 10023D | SEA | SRPC | Dover | Seacoast | Construct Rail Platform and Refurbish existing infrastructure for intermodal rail terminal | 99-01 STIP (8/4/99) | NO | Baseline | 2001 | 2007 |
| 98-14CM (13128) | SEA | SRPC | Dover | Seacoast | Citywide Bike Improvements - In-town and rail station, Dover Point Road | 03-05 STIP | NO | Action | 2004 | 2007 |
| 98-15CM (13129) | SEA | SRPC | Dover | Seacoast | Construct Park and Ride of Approximately 90 spaces with Access/Egress at Dover Arena | 01-03 STIP | NO | Action | 2001 | 2007 |
| 00-04CM (13508) | SEA | SRPC | Dover | Seacoast | Signal Coordination along Central Ave (10 intersections) [00-04CM] | 03-05 STIP | NO | Action | 2003 | 2007 |
| 11429… | SEA | SRPC | Dover - Rochester - Somersworth | Seacoast | Construction of Exit 10 & Easterly connections | 03-12 TEN YEAR PLAN | NO | Action | 2011 | 2017 |
| | SEA | SRPC | Dover-Somersworth-Rochester | Seacoast | Widening and Reconst. From the Weeks Corner Int. north 4.8 miles to the NH 108 int. with Granite Pkwy in Rochester, and widening of Sixth St. Connector bridge over the Spaulding Tpk at Exit 9 with NH off-ramp reconst. | 03-12 TEN YEAR PLAN | YES | Action | 2013 | 2017 |
| 13804 | SEA | RPC | Dover, Durham, & Exeter | Seacoast | Provide Marketing Support for Rail and Transit Alternatives in the Seacoast Corridor Area with NHDOT and Maine DOT | 2001-2003 STIP including A1-9 | NO | Action | 2002 | 2007 |
| 98-08CM (13124) | SEA | both | Dover-Portsmouth | Seacoast | Intercity Express Bus Service - Acquisition of three 55 passenger motorcoaches to expand commuter bus service to and from Boston | 99-01 STIP | NO | Action | 2002 | 2007 |

# APPENDIX D-3

## Not Exempt Transportation Project Summary

**checked 10/14/04 - dw**

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| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| BR-14 | SEA | SRPC | Dover-Rochester | Seacoast | Rebuild County Farm Road Bridge over river [separate associated road project is RD-37 which does not need to be in model] | MPO/LRP | YES | Action | 2012 | 2017 |
| 00-06CM (13510) | SEA | SRPC | Durham | Seacoast | Purchase six vans for new supplemental service to area Park and Rides Lots (NHDOT Park and Rides and others) | 03-05 STIP | NO | Action | 2003 | 2007 |
| 00-07CM (13511) | SEA | SRPC | Durham | Seacoast | UNH Wildcat Transit Fleet replacement | 2003-2005 TIP | NO | Action | 2004 | 2007 |
| 94-12TE (12272) | SEA | SRPC | Durham | Seacoast | Provide regional rail station stop & facility on Portland to Boston Rail line (94-12TE) UNH will advertise | 99-01 STIP (8/4/99) | NO | Baseline | 2001 | 2007 |
| 02-07CM (13867) | SEA | SRPC | Durham | Seacoast | Reconstruct Main St to permit bi-direction transit shuttle service/ project includes bike/ped safety improvments from western edge of UNH campus to downtown @ Pettee Brook Ln to include construction of transit pull-outs, central median creation, delineation of crosswalks, lighting improvements & landscaping | 2003-2005 TIP | NO | Action | 2006 | 2007 |
| 02-08CM [13868] | SEA | SRPC | Durham | Seacoast | Development of expanded or replacement rail platform, station building exterior & interior renovations to include dedicated indoor traveler waiting space and construction of full intermodal bus access to platform area. Improved pedestrian access around station and/or over tracks to improve safety and prevent at-grade crossings | 03-05 STIP | NO | Action | 2006 | 2007 |
| 02-10CM (13870) | SEA | SRPC | Durham & Surrounding Communities | Seacoast | Funding for non-transit (fleet) vehicle infrastructure share of regional CNG fueling station and funding for marginal cost of "CNG" engines on new fleet vehicles (Police, Service, Etc) | 2003-2005 TIP | NO | Action | 2003 | 2007 |
| 11574 | SEA | RPC | Epping | Southern NH | Construct park and Ride at interchange of NH 125 and NH 101 | | NO | Action | 1999 | 2007 |
| 10025B | SEA | RPC | Exeter | Seacoast | NH 108 (Portsmouth Ave) Reconstruct .3 mile from waterworks Rd to south end of NH 101 project | 99-01 STIP (8/4/99) | YES | Baseline | 2001 | 2007 |
| 10025A | SEA | RPC | Exeter | Seacoast | Construct rail passenger station with handicapped access, paved parking for 90 cars, lighting | 99-01 STIP amend #6 | NO | Baseline | 2000 | 2007 |
| 02-13CM (13871) | SEA | RPC | Exeter | Seacoast | Expand existing passenger railroad station parking area (project #10025A) from 78 to 140 parking spaces | 2003-2005 TIP | NO | Action | 2006 | 2007 |
| 13760 | SEA | RPC | Hampton-North Hampton | Seacoast | Widen Hampton Ramp toll plaza to 8 collection lanes including roadway approach and departure widening to accommodate increased traffic demands - no benefits taken due to ETC implementation in 2004. | 2001-2003 TIP | NO | Action | 2004 | 2007 |

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# APPENDIX D-3
## Not Exempt Transportation Project Summary
**checked 10/14/04 - dw**

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 13689 | SEA | RPC | Hampton-North Hampton | Seacoast | I-95: Widen approach and departures to the Hampton Toll plaza and some geometric improvements at Exit 2 Northbound Off-Ramp | 2001-2003 TIP | NO | Action | 2002 | 2007 |
| 13874 | SEA | SRPC | Milton | Seacoast | Construction of sidewalks to connect: Elementary school with High School & Library; learning center, church & VFW with Major Residential Areas; Remaining Links to Address commuter flows from Remick & Steeple Streets | 03-05 STIP | NO | Action | 2006 | 2007 |
| 11238C | SEA | RPC | Newington | Seacoast | spaulding reconfigure ramps & access | 03-05 STIP | yes | Action | 2003 | 2007 |
| 11238… | SEA | both | Newington-Dover | Seacoast | NH 16 - Spaulding Turnpike - widen turnpike including Little Bay Bridges from Gosling Road to Dover Toll | Ten Year Program | YES | Action | 2012 | 2017 |
| 11238D & Z | SEA | both | Newington-Dover | Seacoast | Develop incident management plan for Little Bay Bridges and purchase traffic control devices | 03-05 STIP | YES | Action | 2003 | 2007 |
| 02-25CM (13878) | SEA | RPC-SRPC | Newmarket-Newfields | Seacoast | Construct 4' bike shoulders from the southerly limit of project 13107 in Newmarket to the northerly limit of project P4386 in Newfields | 2003-2005 TIP | NO | Action | 2006 | 2007 |
| 94-34CM (12255) | SEA | RPC | Newington | Seacoast | Woodbury Avenue Traffic Signal Coordination - From Gosling Road to Fox Run Mall | Ten Year Program? | NO | Baseline | 1999 | 2007 |
| 10045A | SEA | RPC | Portsmouth | Seacoast | Upgrade existing Park & Ride at Greenland Road | previous 97-99 TIP | NO | Baseline | 1998 | 2007 |
| 13455 | SEA | RPC | Portsmouth | Seacoast | US1 Bypass, reconstuct from Sagamore to circle | 2003-2012 Ten Year Plan | YES | Action | 2007 | 2017 |
| 11855 | SEA | RPC | Portsmouth | Seacoast | US 1 - Bridge replacement over Sagamore Creek with expanded approach lanes both sides of bridge to 5 lanes | 99-01 STIP (8/4/99) | YES | Baseline | 2001 | 2007 |
| 94-28CM (12250) | SEA | RPC | Portsmouth | Seacoast | NH 33 - Park & Ride lot - 987 spaces w/ bus terminal | 01-03 STIP | NO | Baseline | 2001 | 2007 |
| 98-06CM (13126) | SEA | RPC | Portsmouth | Seacoast | Initiate 2 pulse transit routes in Portsmouth downtown and US 1/Islington St corridor | 01-03 STIP | NO | Action | 2002 | 2007 |
| 96-21CM (12686) | SEA | RPC | Portsmouth | Seacoast | US 1 traffic Signal Improvements - Coordination and ped crossings and intersection improvements at Mirona, Banfield and Peverly Hill Roads | 99-01 STIP (8/4/99) | NO | Action | 2001 | 2007 |
| 00-21CM (13516) | SEA | RPC | Portsmouth | Seacoast | Signal Coordination along Woodbury Avenue from I-95 interchange to Gosling Road | 2003-2005 TIP | NO | Action | 2003 | 2007 |
| 02-27CM (13877) | SEA | RPC | Portsmouth | Seacoast | Signal Coordination along Maplwood avenue at intersections with Deer st, Hanover St, & Middle/Islington/Congress Streets and Middle St with State Street | 2003-2005 TIP | NO | Action | 2003 | 2007 |
| 02-28CM (13879) | SEA | RPC | Portsmouth-Greenland | Seacoast | NH 33 Signal coordination for 5 signals; Greenland Rd, I-95 NB & SB Exit 3, Grafton Drive & Borthwick aveneu | 2003-2005 TIP | NO | Action | 2003 | 2007 |
| 94-33CM (12254) | SEA | RPC | Portsmouth (Pease) | Seacoast | Establish Transportation management system Association (TMA) at Pease International Tradeport | previous 97-99 TIP | NO | Baseline | | 2007 |

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# APPENDIX D-3

## Not Exempt Transportation Project Summary

**checked 10/14/04 - dw**

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 94-31CM and 94-32CM | SEA | RPC | Portsmouth (Pease) | Seacoast | Pease Portsmouth Shuttle and regional transit expansion into pease (new combination of two CMAQ projects) | previous 97-99 TIP | NO | Baseline | 1999 | 2007 |
| 10620… | SEA | SRPC | Rochester | Seacoast | Spaulding Turnpike Widening (Exit 11 through 16) and associated interchanges | 2001-03 TIP/ Ten Year Program | YES | Action | 2011 | 2017 |
| 00-23CM (13517) | SEA | SRPC | Rochester | Seacoast | NH 125 - Signal Coordination | 2003-2005 TIP | YES | Action | 2004 | 2007 |
| RD-45 | SEA | SRPC | Rochester-Lee | Seacoast | NH 125 spot improvements and center turning lanes per RPC and town identifications in prior studies | LRP | YES | Action | 2005 | 2007 |
| RD-31 | SEA | SRPC | Somersworth | Seacoast | Blackwater Road - widen from High Street to Dover Line - add lanes | LRP | YES | Action | 2012 | 2017 |
| 10050A | SEA | SRPC | Somersworth | Seacoast | High Street widen and rehab from Weeks to Stackpole Road including new signals | 99-01 STIP (8/4/99) | YES | Baseline | 1999 | 2007 |
| 98-05CM (13120) | SEA | RPC | Seabrook-Hampton Falls - N Hampton | Seacoast-Southern | US 1 Coordinate existing traffic signals from Seabrook to Hampton | 99-01 STIP (8/4/99) | NO | Action | 2003 | 2007 |
| 11151Z | SEA | RPC | Seabrook-Portsmouth | Seacoast-Southern | ITS deployment, ITS initiative allowing for deployment of CMS, HAR to improve motorist safety and awareness | 2003-2005 TIP | NO | Action | 2004 | 2007 |
| 96-25CM (12665) | SPW | RPC | Hampstead | Southern NH | Construct new 100 space P&R facility at NH 111 and NH 121 and amenities | 99-01 STIP (8/4/99) | NO | Baseline | 2000 | 2007 |
| 13118 (98-04CM) | SPW | RPC | Plaistow | Southern NH | Install closed loop coordinated traffic signal system along NH 125 congested areas. 5 existing signalized intersections | 03-05 STIP | NO | Action | 2003 | 2007 |
| 10044… | SPW | RPC | Plaistow-Kingston | Southern NH | NH 125 Reconstruction from Westville Bridge in Plaistow Northerly approx. 6.0 miles +/- to NH 125 & Main Street intersection in Kingston | 2001-2010 Ten Year Program, LRP | YES | Action | 2007 | 2017 |
| 00-20CM (13515) | SPW | RPC | Plaistow-Haverhill, MA | Southern NH | Construct Rail platform and provide 3 years of operating subsidy for MBTA | 03-05 STIP | NO | Action | 2007 | 2017 |
| 96-26CM (12666) | SPW | RPC | Salem | Southern NH | Design and install coordinated traffic signal system at four intersections | 99-01 STIP (8/4/99) | NO | Action | 2000 | 2007 |
| 00-24CM (13518) | SPW | RPC | Salem | Southern NH | Design and install coordinated traffic signal system from North Policy Rd west to Stiles Road on Pelham Rd. | 2001-2003 TIP | NO | Action | 2003 | 2007 |
| 02-24CM (13881) | SPW | RPC | Salem | Southern NH | Development of ITS inventory and evaluate signal controllers & computer equipment to establish a coordinated signal timing plan throughout the I-93 & NH 28 corridor to address I-93 contstruction | 2003-2005 TIP | NO | Action | 2004 | 2007 |
| 98-09CM(13119) | SPW | RPC | Salem | Southern NH | Construct 500 space park and ride with bus terminal at Rockingham Boulevard | 03-12 TEN YEAR PLAN | NO | Action | 2011 | 2017 |
| 12334 | SPW | RPC | Salem | Southern NH | Reconstruct intersection, Main St & Depot St, including signals, left turn lanes, & approaches | 03-05 STIP | Yes | Action | 2007 | 2017 |
| 10418 (A-G), 13933B,C,F | SPW | RPC | Salem - Manchester | Southern NH | 1-93 Widening Mass S/L North 4.5 Miles including Exit 1 & 2 & Pelham Road including bridges | 99-01 TIP | YES | Action | 2011 | 2017 |

# APPENDIX D-3

## Not Exempt Transportation Project Summary

**checked 10/14/04 - dw**

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 10418 (A-G), 13933B,C,F | SPW | RPC | Salem - Manchester | Southern NH | I-93 Widening from Exit 2 Northerly to Exit 4 (NH 102) | Ten Year Program | YES | Action | 2009 | 2017 |
| 12816 | SPW | RPC | Windham | Southern NH | NH111A&Langdon Rd, Improve Intersection | 999-01 TOP | Yes | Action | 2001 | 2007 |
| 02-34CM (13884) | SPW | RPC | Windham | Southern NH | Coordinated traffic Signals on NH 111 at intersections of Lowell Rd, Fellows Ave/ North Lowell Rd, and Village Green | 2003-2005 TIP | NO | Action | 2007 | 2017 |
| 00-31CM | SPW & Manchester | RPC & SNHPC | Windham & Londonderry | Southern NH | Commuter bus service (MVRTA) from Windham and Londonderry to Lowell Junction industrial area, Andover, & Wilmington [00-31CM] | 01-03 STIP including A1-9 | NO | | 2002 | 2007 |
| 10075, 10075(A-F) | SPW | RPC | Windham-Salem | Southern NH | NH 111 Construct Bypass around Shadow Lake | Ten Year Program | YES | Action | 2006 | 2007 |
| 10075, 10075(A-F) | SPW | RPC | Windham-Salem | Southern NH | NH 111 Reconstruction @ North Policy Road | Ten Year Program | YES | Action | 2008 | 2007 |

## Statewide Projects with Share allocated to Seacoast and Southern Non-Attainment Areas

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Opening Year of Analysis |
|---|---|---|---|---|---|---|---|---|---|---|
| 96-01CM (12656) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Vanpool incentive program - declining subsidy to new vanpool participants. | 99-01 STIP (8/4/99) including A1-5 | NO | Baseline | 1999 | 2000 |
| 96-03CM (12654) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Acquire 6 intercity bus coaches for commuter bus service . | previous 97-99 TIP | NO | Baseline | 1999 | 2000 |
| 96-02CM (12655) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Alternative transportatio marketing - funds for individual transit or commuter bus operators. | previous 97-99 TIP | NO | Baseline | 1999 | 2000 |
| 96-06CM (12658) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Development of an educational unit to educate students to become more aware of the need for proper emissions systems maintenance & the need to move to alternative energy vehicles | 03-05 STIP | NO | Action | 2003 | 2007 |
| 94-06CM (12233) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Construction of fuel stations for alternative fuel vehicles | 99-01 STIP amend #6 | NO | Baseline | 2000 | 2007 |
| 98-02CM (13121) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | "NHDES" working with "NHAB" will develop and implement a series of non-commerical sustaining announcements (NCSAS) centered around "clean driving"; continuation of 96-05CM | 99-01 STIP (8/4/99) including A1-5 | NO | Baseline | 2001 | 2007 |
| 98-10CM (13122) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Addition of Electronic Toll Equipment to toll facilities located in Hookset, Bedford, Merrimack, Nashua, Hampton, Dover and Rochester | 03-05 STIP | NO | Action | 2005 | 2007 |
| 02-32CM (13882) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Compliance assistance/ Education & NHDES outreach program for proper operation & maintenance of heavy duty diesel on-road vehicles, including school buses - J1667 "snap idle" test will be performed [02-32CM] [Added as part of 2001-2003 TIP Amendment #9] | 2001-2003 STIP including A1-9 | NO | Action | 2003 | 2007 |

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# APPENDIX D-3

## Not Exempt Transportation Project Summary

**checked 10/14/04 - dw**

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 02-33CM (13883) | Statewide | SRPC and RPC | Statewide Project | Seactoast, Marginal, Southern NH | Free fares on "Air Quality Action Days"; Reimbursement of lost fare box revenue; Advertisement of "Ride Free" program and health benefits of program [02-33CM] [Added as part of 2001-2003 TIP Amendment #9] | 2001-2003 STIP including A1-9 | NO | Action | 2002 | 2007 |

## Projects Dropped from Previous AQ Conformity Analysis (1999-2020 LRP and 1999-01 TIP, 2001-2003 TIP) [9/19/02]

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 94-12CM (12237) | SEA | SRPC | Dover-Rollinsford | Seacoast | Portland Avenue and Oak Street Signalization and Channelization | project completed - Not in TIP | YES | Baseline | 1997 | Baseline |
| 94-38CM (12258) | BOTH | RPC | Epping-Kingston-Plaistow | Seacoast-Southern | Purchase replacement equipment to continue operation of the "To Boston Commuter Service" | previous 97-99 TIP | NO | Baseline | 1999 | 1999 |
| 96-05CM (12657) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Develop and implement a series of PSAs around clean driving | previous 97-99 TIP | NO | Baseline | 1998 | 1999 |
| 96-23CM (12663) | SPW | RPC | Salem-Plaistow-Windham | Southern NH | Develop and print public transportation guide for SPW MPO region | previous 97-99 TIP | NO | Baseline | 1999 | 1999 |
| 96-04CM (12618) | Statewide | SRPC and RPC | Statewide Project | Seacoast and Southern | Gorham Rail Bridge Replacement Project [96-04CM] | previous 97-99 TIP | NO | Baseline | 1999 | 1999 |
| 96-24CM (12664) | SPW | RPC | Windham | Southern NH | Windham Park and Ride Improvements | previous 97-99 TIP | NO | Baseline | 1999 | 1999 |
| 98-03CM | SEA | SRPC | COAST | Seacoast | Purchase and install 30 advanced communication systems - Mobile Data terminals and locators [Project removed from 2001-2003 TIP as part of Amendment #9 - June, 2002] | 2001-2003 TIP, project dropped as part of Amendment 9 | NO | Action | PROJECT REMOVED | |

Includes not-exempt projects for 4 manchester area communities: Epping, Fremont, Northwood, Nottingham per NH DOT guidance
this was done per screening of 2001-2003 STIP and 2001-2010 Ten Year Program - all projects for these towns are included (9/29/02)

## Projects Included in Air Quality Analysis - Funded through another source

| Project # | MPO | RPC | Community | Non-Attainment Area | Project Description | Source document | Included in the model? (yes/no) | Category | Proposed Completion Year | Earliest Analysis Year |
|---|---|---|---|---|---|---|---|---|---|---|
| | Sea & Southern | Seacoast | Various | Seacoast NH | Retrofit deisel garbage collectio trucks for clean deisel use | | NO | | | 2007 |
| | Sea+ | Seacoast | Various | Seacoast nh | Regal limosine vehicle replacement program | | NO | | | |
| | | | | | DOT Commuter choice program | | NO | | | 2007 |

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# APPENDIX D-4: INDIVIDUAL OFF-MODEL ANALYSIS SHEETS

# **DRAFT**

# TO BE COMPLETED

# APPENDIX D-5: MOBILE 6.2 (NH VEHICLE & AGE MIX) EMISSIONS FACTORS

# Appendix E
# Non-Modeled Area Project Level Analysis

# *MANCHESTER OZONE NONATTAINMENT: NON-MODELED*

*(PLUS ALL OFF MODEL CREDITS TO ENTIRE MANCHESTER NON ATTAINMENT REGION)*

10/21/2004

| **YEAR: 2007** | **KG/DAY** | | |
|---|---|---|---|
| | **VOC** | **NOx** | |
| HPMS EMISSIONS | 4077 | 8322 | |
| 96-06CM DEVELOPMENT OF EDUCATIONAL UNIT | 0.00 | 0.00 | (No credit taken) |
| 98-10CM ADDITION OF ELECTRONIC TOLL EQUIPMENT | 0.00 | 0.00 | (No credit taken) |
| 98-02CM NHDES NCSA - CONTINUATION OF 96-05 | 0.00 | 0.00 | (No credit taken) |
| 02-03CM (13860) CONCORD | 0.00 | 0.00 | (No credit taken) |
| 02-05CM (13865) CONCORD | 0.00 | 0.00 | (No credit taken) |
| 13883 STATEWIDE - AIR QUALITY ACTION DAYS | 0.00 | 0.00 | (No credit taken) |
| 13882 STATEWIDE - DIESEL OUTREACH PROGRAM | 0.00 | 0.00 | (No credit taken) |
| **BASELINE EMISSIONS** | **4077** | **8322** | |
| 13596 NORTHFIELD COMPLETE EXIT 19 | 0.00 | 0.00 | (Project not open in 2003) |
| FRANKLIN-NORTHFIELD NEW CONNECTOR ROAD | 0.00 | 0.00 | (Project not open in 2003) |
| BOW-CONCORD WIDEN I-93 FROM I-89 TO EXITS 15-16 | 0.00 | 0.00 | (Project not open in 2003) |
| **ACTION EMISSIONS** | **4077** | **8322** | |

| **YEAR: 2017** | **KG/DAY** | | |
|---|---|---|---|
| | **VOC** | **NOx** | |
| HPMS EMISSIONS | 2088 | 3106 | |
| 96-06CM DEVELOPMENT OF EDUCATIONAL UNIT | 0.00 | 0.00 | (No credit taken) |
| 98-10CM ADDITION OF ELECTRONIC TOLL EQUIPMENT | 0.00 | 0.00 | (No credit taken) |
| 98-02CM NHDES NCSA - CONTINUATION OF 96-05 | 0.00 | 0.00 | (No credit taken) |
| 02-03CM (13860) CONCORD | 0.00 | 0.00 | (No credit taken) |
| 02-05CM (13865) CONCORD | 0.00 | 0.00 | (No credit taken) |
| 13883 STATEWIDE - AIR QUALITY ACTION DAYS | 0.00 | 0.00 | (No credit taken) |
| 13882 STATEWIDE - DIESEL OUTREACH PROGRAM | 0.00 | 0.00 | (No credit taken) |
| **BASELINE EMISSIONS** | **2088** | **3106** | |
| 13596 NORTHFIELD COMPLETE EXIT 19 | -0.57 | 2.08 | |
| FRANKLIN-NORTHFIELD NEW CONNECTOR ROAD | 0.00 | 0.00 | (Project not open in 2017) |
| BOW-CONCORD WIDEN I-93 FROM I-89 TO EXITS 15-16 | -1.81 | 10.49 | |
| **ACTION EMISSIONS** | **2086** | **3118** | |

| **YEAR: 2025** | **KG/DAY** | | |
|---|---|---|---|
| | **VOC** | **NOx** | |
| HPMS EMISSIONS | 1746 | 1926 | |
| 96-06CM DEVELOPMENT OF EDUCATIONAL UNIT | 0.00 | 0.00 | (No credit taken) |
| 98-10CM ADDITION OF ELECTRONIC TOLL EQUIPMENT | 0.00 | 0.00 | (No credit taken) |
| 98-02CM NHDES NCSA - CONTINUATION OF 96-05 | 0.00 | 0.00 | (No credit taken) |
| 02-03CM (13860) CONCORD | 0.00 | 0.00 | (No credit taken) |
| 02-05CM (13865) CONCORD | 0.00 | 0.00 | (No credit taken) |
| 13883 STATEWIDE - AIR QUALITY ACTION DAYS | 0.00 | 0.00 | (No credit taken) |
| 13882 STATEWIDE - DIESEL OUTREACH PROGRAM | 0.00 | 0.00 | (No credit taken) |
| **BASELINE EMISSIONS** | **1746** | **1926** | |
| 13596 NORTHFIELD COMPLETE EXIT 19 | -0.92 | 0.90 | |
| FRANKLIN-NORTHFIELD NEW CONNECTOR ROAD | -1.31 | -0.65 | |
| BOW-CONCORD WIDEN I-93 FROM I-89 TO EXITS 15-16 | -4.71 | 9.84 | |
| **ACTION EMISSIONS** | **1739** | **1936** | |

PROJECT LOCATION: NORTHFIELD 13596

PROJECT DESCRIPTION: NORTHFIELD COMPLETE EXIT 19 (CONSTRUCTION OF NB ON-RAMP AND SB OFF RAMP)

MPO: NONE OZONE AREA: MANCHESTER

OZONE ANALYSIS YEAR: 2017 and 2025 SOURCE OF TRAFFIC DATA - NHDOT

**CONSTRUCTION YEAR: 2013**

**COMPLETION YEAR: 2015 - BASED ON TWO YEAR CONSTRUCTION SCHEDULE**

| | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION: | NEW EXIT 19 RAMPS | | | | FUNCTION CLASS: | 09 |
| % PEAK HOUR: | 10.0% | | GROWTH RATE: | 2.13% | SUMMER FACTOR: | 94.0% |
| | 2017 | 2017 | 2025 | 2025 | | |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD | | |
| AADT: | 0 | 5,899 | 0 | 6,982 | | |
| SUMMER ADT: | 0 | 6,280 | 0 | 7,430 | | |
| PEAK HOUR VOLUME: | 0 | 630 | 0 | 740 | | |
| NUMBER OF LANES: | 0 | 2 | 0 | 2 | | |
| PEAK HOUR CAPACITY: | 0 | 2,000 | 0 | 2,000 | | |
| PEAK HOUR V/C RATIO: | | 0.32 | | 0.37 | | |
| SPEED LIMIT (MPH): | | 30 | | 30 | | |
| CONGESTED SPEED: | 0 | 24 | 0 | 23 | | |
| AVERAGE SPEED: | 0 | 28 | 0 | 28 | | |
| LENGTH (MILES): | 0.00 | 0.25 | 0.00 | 0.25 | | |
| | 2017 | 2017 | 2025 | 2025 | | |
| MOBILE6.2 EMISSION FACTORS | NO BUILD | BUILD | NO BUILD | BUILD | | |
| HC (gm/mi) | 0.000 | 0.300 | 0.00 | 0.216 | | |
| NOx (gm/mi) | 0.00 | 0.352 | 0.00 | 0.190 | | |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | 2017 | 2017 | 2025 | 2025 | | |
| EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | | |
| HC (kgs/day) | 0.00 | 0.47 | 0.00 | 0.40 | | |
| NOx (kgs/day) | 0.00 | 0.55 | 0.00 | 0.35 | | |

| | | | | | |
|---|---|---|---|---|---|
| LOCATION: | US 3 BETWEEN EXITS 19 AND 20 | | | | FUNCTION CLASS: 06 |
| % PEAK HOUR: | 10.0% | | GROWTH RATE: | 2.13% | SUMMER FACTOR: 83.0% |
| | 2017 | 2017 | 2025 | 2025 | |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD | |
| AADT: | 19,615 | 13,716 | 23,217 | 16,235 | |
| SUMMER ADT: | 23,630 | 16,530 | 27,970 | 19,560 | |
| PEAK HOUR VOLUME: | 2,360 | 1,650 | 2,800 | 1,960 | |
| NUMBER OF LANES: | 2 | 2 | 2 | 2 | |
| PEAK HOUR CAPACITY: | 2,000 | 2,000 | 2,000 | 2,000 | |
| PEAK HOUR V/C RATIO: | 1.18 | 0.83 | 1.40 | 0.98 | |
| SPEED LIMIT (MPH): | 35 | 35 | 35 | 35 | |
| CONGESTED SPEED: | 25 | 33 | 16 | 30 | |
| AVERAGE SPEED: | 32 | 34 | 28 | 33 | |
| LENGTH (MILES): | 1.40 | 1.40 | 1.40 | 1.40 | |
| | | | | | |
| | 2017 | 2017 | 2025 | 2025 | |
| MOBILE6.2 EMISSION FACTORS | NO BUILD | BUILD | NO BUILD | BUILD | |
| HC (gm/mi) | 0.288 | 0.283 | 0.216 | 0.203 | |
| NOx (gm/mi) | 0.345 | 0.343 | 0.190 | 0.185 | |
| | | | | | |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | 2017 | 2017 | 2025 | 2025 | |
| EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | |
| HC (kgs/day) | 9.53 | 6.55 | 8.46 | 5.56 | |
| NOx (kgs/day) | 11.41 | 7.94 | 7.44 | 5.07 | |

| | | | | | |
|---|---|---|---|---|---|
| LOCATION: | NH 132 BETWEEN EXITS 19 AND 20 | | | | FUNCTION CLASS: 08 |
| % PEAK HOUR: | 10.0% | | GROWTH RATE: | 2.13% | SUMMER FACTOR: 83.0% |
| | 2017 | 2017 | 2025 | 2025 | |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD | |
| AADT: | 6,585 | 686 | 7,794 | 812 | |
| SUMMER ADT: | 7,930 | 830 | 9,390 | 980 | |
| PEAK HOUR VOLUME: | 790 | 80 | 940 | 100 | |
| NUMBER OF LANES: | 2 | 2 | 2 | 2 | |
| PEAK HOUR CAPACITY: | 2,000 | 2,000 | 2,000 | 2,000 | |
| PEAK HOUR V/C RATIO: | 0.40 | 0.04 | 0.47 | 0.05 | |
| SPEED LIMIT (MPH): | 30 | 30 | 30 | 30 | |
| CONGESTED SPEED: | 22 | 29 | 21 | 29 | |
| AVERAGE SPEED: | 27 | 30 | 27 | 30 | |
| LENGTH (MILES): | 1.00 | 1.00 | 1.00 | 1.00 | |
| | | | | | |
| | 2017 | 2017 | 2025 | 2025 | |
| MOBILE6.2 EMISSION FACTORS | NO BUILD | BUILD | NO BUILD | BUILD | |
| HC (gm/mi) | 0.304 | 0.294 | 0.219 | 0.210 | |
| NOx (gm/mi) | 0.355 | 0.347 | 0.192 | 0.187 | |
| | | | | | |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | 2017 | 2017 | 2025 | 2025 | |
| EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | |
| HC (kgs/day) | 2.41 | 0.24 | 2.06 | 0.21 | |
| NOx (kgs/day) | 2.82 | 0.29 | 1.80 | 0.18 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| LOCATION: | HIGHWAY BETWEEN EXITS 19 AND 20 | | | | FUNCTION CLASS: | 01 |
| % PEAK HOUR: | 10.0% | | GROWTH RATE: | 2.13% | SUMMER FACTOR: | 75.0% |
| | 2017 | 2017 | 2025 | 2025 | | |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD | | |
| AADT: | 37,183 | 43,082 | 44,012 | 50,994 | | |
| SUMMER ADT: | 49,580 | 57,440 | 58,680 | 67,990 | | |
| PEAK HOUR VOLUME: | 4,960 | 5,740 | 5,870 | 6,800 | | |
| NUMBER OF LANES: | 4 | 4 | 4 | 4 | | |
| PEAK HOUR CAPACITY: | 7,200 | 7,200 | 7,200 | 7,200 | | |
| PEAK HOUR V/C RATIO: | 0.69 | 0.80 | 0.82 | 0.94 | | |
| SPEED LIMIT (MPH): | 65 | 65 | 65 | 65 | | |
| CONGESTED SPEED: | 64 | 63 | 63 | 61 | | |
| AVERAGE SPEED: | 65 | 64 | 64 | 64 | | |
| LENGTH (MILES): | 2.00 | 2.00 | 2.00 | 2.00 | | |
| | 2017 | 2017 | 2025 | 2025 | | |
| MOBILE6.2 EMISSION FACTORS | NO BUILD | BUILD | NO BUILD | BUILD | | |
| HC (gm/mi) | 0.261 | 0.261 | 0.184 | 0.184 | | |
| NOx (gm/mi) | 0.479 | 0.479 | 0.244 | 0.244 | | |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | 2017 | 2017 | 2025 | 2025 | | |
| EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | | |
| HC (kgs/day) | 25.88 | 29.98 | 21.59 | 25.02 | | |
| NOx (kgs/day) | 47.50 | 55.03 | 28.64 | 33.18 | | |
| TOTAL EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | | |
| HC (kgs/day) | 37.82 | 37.25 | 32.11 | 31.19 | | |
| NOx (kgs/day) | 61.73 | 63.81 | 37.88 | 38.78 | | |

| | | |
|---|---|---|
| DIFFERENCES (BUILD-NO BUILD) | | |
| HC (kgs/day) | -0.57 | -0.92 |
| NOx (kgs/day) | 2.08 | 0.90 |

PROJECT LOCATION: FRANKLIN - NORTHFIELD
PROJECT DESCRIPTION: NEW CONNECTOR ROAD FROM NH 3A IN FRANKLIN TO EXIT 19 IN NORTHFIELD
MPO: NONE OZONE AREA: MANCHESTER
OZONE ANALYSIS YEAR: 2025 SOURCE OF TRAFFIC DATA - NHDOT
**PROPOSED CONSTRUCTION YEAR: UNKNOWN**
**PROPOSED COMPLETION YEAR: ALTHOUGH FUNDING FOR CONSTRUCTION IS NOT DETERMINED AT THIS POINT IN TIME, IT IS ANTICIPATED THAT IT WILL BE BUILT PRIOR TO 2025**



| | | | | | |
|---|---|---|---|---|---|
| STREET NAME: | NH 3A, FC=07 | | BYPASS, FC=07 | | |
| % PEAK HOUR: | 10.0% | | SUMMER FACTOR: | 89.0% | |
| | | | 0 | | SOURCE: NHDOT |
| GROWTH RATE: | 2.13% | | GROWTH RATE: | 2.13% | |
| LOCATION: | FRANKLIN - NORTHFIELD | | FRANKLIN-NORTHFIELD | | |
| | 2025 | 2025 | 2025 | 2025 | |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD | |
| AADT: | 11,967 | 6,589 | 0 | 5,378 | |
| SUMMER ADT: | 13,450 | 7,400 | 0 | 6,040 | |
| PEAK HOUR VOLUME: | 1,350 | 740 | 0 | 600 | |
| NUMBER OF LANES: | 2 | 2 | 0 | 2 | |
| PEAK HOUR CAPACITY: | 2,400 | 2,400 | 0 | 2,400 | |
| PEAK HOUR V/C RATIO: | 0.56 | 0.31 | | 0.25 | |
| SPEED LIMIT (MPH): | 40 | 40 | | 45 | |
| CONGESTED SPEED: | 29 | 34 | | 40 | |
| AVERAGE SPEED: | 36 | 38 | | 43 | |
| LENGTH (MILES): | 5.56 | 5.56 | 0.00 | 4.73 | |
| MOBILE6.2 | NO BUILD | BUILD | NO BUILD | BUILD | |
| EMISSION FACTORS | | | | | |
| HC (gm/mi) | 0.197 | 0.195 | | 0.189 | |
| NOx (gm/mi) | 0.184 | 0.186 | | 0.191 | |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | | | | | |
| TOTAL EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | |
| HC (kgs/day) | 14.73 | 8.02 | 0.00 | 5.40 | |
| NOx (kgs/day) | 13.76 | 7.65 | 0.00 | 5.46 | |

| | | |
|---|---|---|
| TOTAL PROJECT EMISSIONS | NO BUILD | BUILD |
| HC (kgs/day) | 14.73 | 13.42 |
| NOx (kgs/day) | 13.76 | 13.11 |
| DIFFERENCES (BUILD-NO BUILD) | | |
| HC (kgs/day) | | -1.31 |
| NOx (kgs/day) | | -0.65 |

PROJECT LOCATION: BOW-CONCORD

PROJECT DESCRIPTION: WIDEN I-93 FROM I-89 TO BETWEEN EXITS 15 AND 16 (WHERE EXISTING CONCORD 11449A PROJECT ENDS)

MPO: NONE OZONE AREA: MANCHESTER

OZONE ANALYSIS YEAR: 2025 SOURCE OF TRAFFIC DATA - NHDOT

**PROPOSED CONSTRUCTION YEAR: CONSTRUCTION IS EXPECTED TO BEGIN IN 2008, WITH FUNDING SPREAD OVER THREE YEARS**

**PROPOSED COMPLETION YEAR: IT IS ANTICIPATED THAT CONSTRUCTION WILL BE COMPLETED IN 2012,**
**TWO YEARS AFTER THE LAST YEAR OF FUNDING**

STREET NAME: I-93, FC=11 GROWTH RATE: 2.13% 

% PEAK HOUR: 13.0%

LOCATION: INTERSTATE 93

| TRAFFIC | 2017 NO BUILD | 2017 BUILD | 2025 NO BUILD | 2025 BUILD |
|---|---|---|---|---|
| AADT: | 84,975 | 84,975 | 100,581 | 100,581 |
| SUMMER ADT: | 90,400 | 90,400 | 107,000 | 107,000 |
| PEAK HOUR VOLUME: | 11,750 | 11,750 | 13,910 | 13,910 |
| NUMBER OF LANES: | 4 | 6 | 4 | 6 |
| PEAK HOUR CAPACITY: | 8,000 | 12,000 | 8,000 | 12,000 |
| PEAK HOUR V/C RATIO: | 1.47 | 0.98 | 1.74 | 1.16 |
| SPEED LIMIT (MPH): | 55 | 55 | 55 | 55 |
| CONGESTED SPEED: | 32 | 50 | 9 | 46 |
| AVERAGE SPEED: | 47 | 53 | 39 | 52 |
| LENGTH (MILES): | 4.00 | 4.00 | 4.00 | 4.00 |

| MOBILE6.2 EMISSION FACTORS | 2017 NO BUILD | 2017 BUILD | 2025 NO BUILD | 2025 BUILD |
|---|---|---|---|---|
| HC (gm/mi) | 0.266 | 0.261 | 0.194 | 0.183 |
| NOx (gm/mi) | 0.384 | 0.413 | 0.190 | 0.213 |

[SUMMER ADT*LENGTH*(gm/mi)]/1000=

| TOTAL EMISSIONS | 2017 NO BUILD | 2017 BUILD | 2025 NO BUILD | 2025 BUILD |
|---|---|---|---|---|
| HC (kgs/day) | 96.19 | 94.38 | 83.03 | 78.32 |
| NOx (kgs/day) | 138.85 | 149.34 | 81.32 | 91.16 |

| DIFFERENCES (BUILD-NO BUILD) | 2017 | 2017 | 2025 | 2025 |
|---|---|---|---|---|
| HC (kgs/day) | | -1.81 | | -4.71 |
| NOx (kgs/day) | | 10.49 | | 9.84 |

*CHESHIRE COUNTY OZONE NONATTAINMENT: NON-MODELED*

**10/21/2004**

**YEAR: 2007**

| | KG/DAY | |
|---|---|---|
| | **VOC** | **NOx** |
| HPMS EMISSIONS | 1630 | 2846 |
| **BASELINE EMISSIONS** | **1630** | **2846** |
| 10309…. KEENE-SWANZEY RECONSTRUCT FROM OPTICAL AVE. WESTERLY | 0.00 | 0.00 |
| 10434 BYPASS OF TROY VILLAGE | 0.00 | 0.00 |
| **ACTION EMISSIONS** | **1630** | **2846** |

**YEAR: 2017**

| | KG/DAY | |
|---|---|---|
| | **VOC** | **NOx** |
| HPMS EMISSIONS | 820 | 1058 |
| **BASELINE EMISSIONS** | **820** | **1058** |
| 10309…. KEENE-SWANZEY RECONSTRUCT FROM OPTICAL AVE. WESTERLY | -1.51 | -0.91 |
| 10434 BYPASS OF TROY VILLAGE | 0.12 | 2.59 |
| **ACTION EMISSIONS** | **818** | **1059** |

**YEAR: 2025**

| | KG/DAY | |
|---|---|---|
| | **VOC** | **NOx** |
| HPMS EMISSIONS | 684 | 664 |
| **BASELINE EMISSIONS** | **684** | **664** |
| 10309…. KEENE-SWANZEY RECONSTRUCT FROM OPTICAL AVE. WESTERLY | -1.48 | -0.60 |
| 10434 BYPASS OF TROY VILLAGE | -0.04 | 1.56 |
| **ACTION EMISSIONS** | **682** | **665** |

PROJECT LOCATION: KEENE

PROJECT DESCRIPTION: #10309…. RECONSTRUCT FROM OPTICAL AVENUE WESTERLY TO NH 12/9 WITH INTERCHANGES

MPO: NONE OZONE AREA: CHESHIRE CO.

OZONE ANALYSIS YEAR: 2017 and 2025 SOURCE: KEENE-SWANZEY STUDY

STREET NAME: ROUTE 9, ROUTE 10, ROUTE 12 AND 101 

% PEAK HOUR: 10.0% % REDUCTION IN VMTs W/ BUILD: 95.8%

GROWTH RATE: 2.08% (based on 2003 conformity AQA)

| TRAFFIC | 2017 NO BUILD | 2017 BUILD | 2025 NO BUILD | 2025 BUILD |
|---|---|---|---|---|
| AADT | 21,138 | 20,260 | 24,922 | 23,888 |
| SUMMER ADT | 23,751 | 22,765 | 28,003 | 26,840 |
| VMT | 42,276 | 40,521 | 49,845 | 47,775 |
| PEAK HOUR VMT: | 4,228 | 4,052 | 4,984 | 4,778 |
| PEAK HOUR V/C RATIO: | | | | |
| SPEED LIMIT (MPH): | 35 | 45 | 35 | 45 |
| CONGESTED SPEED: | 17 | 23 | 17 | 23 |
| AVERAGE SPEED: | 29 | 37 | 29 | 37 |
| LENGTH (MILES): | 2.00 | 2.00 | 2.00 | 2.00 |

| MOBILE6.2 EMISSION FACTORS | 2017 NO BUILD | 2017 BUILD | 2025 NO BUILD | 2025 BUILD |
|---|---|---|---|---|
| HC (gm/mi) | 0.306 | 0.286 | 0.220 | 0.202 |
| NOx (gm/mi) | 0.348 | 0.343 | 0.187 | 0.184 |

[SUMMER ADT*LENGTH*(gm/mi)]/1000=

| TOTAL EMISSIONS | 2017 NO BUILD | 2017 BUILD | 2025 NO BUILD | 2025 BUILD |
|---|---|---|---|---|
| HC (kgs/day) | 14.54 | 13.02 | 12.32 | 10.84 |
| NOx (kgs/day) | 16.53 | 15.62 | 10.47 | 9.88 |

| DIFFERENCES (BUILD-NO BUILD) | | | | |
|---|---|---|---|---|
| HC (kgs/day) | | -1.51 | | -1.48 |
| NOx (kgs/day) | | -0.91 | | -0.60 |

NOTE: IT HAS BEEN NOTED THAT THE BUILD VMTs ARE ACTUALLY LESS THAN THE NO BUILD VMTs. BASED ON THE CURRENT ASSUMPTIONS THAT THESE NEW INTERCHANGES WILL BE TRUE INTERCHANGES, MORE LOCAL VMT IS BEING REMOVED FROM THE SYSTEM THAT IS CURRENTLY AVOIDING THE AREA, AND LESS VMT IS BEING ADDED TO THE STATE SYSTEM

PROJECT LOCATION: TROY
PROJECT DESCRIPTION: BYPASS AROUND TROY VILLAGE
MPO: NONE
OZONE AREA: CHESHIRE CO.
OZONE ANALYSIS YEAR: 2017
SOURCE OF DATA: NHDOT

STREET NAME: ROUTE 12, FC 02
% PEAK HOUR: 10.0%
1998 AADT (82453011): 9,800
GROWTH RATE: 2.08%

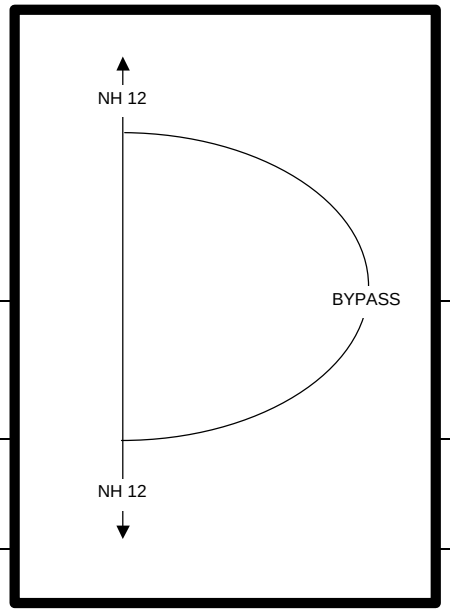
BYPASS
DIVERSION %: 33.3%



SOURCE: NHDOT

| LOCATION: TROY | | | BYPASS | |
|---|---|---|---|---|
| | 2017 | 2017 | 2017 | 2017 |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD |
| AADT: | 14,491 | 4,830 | 0 | 9,661 |
| SUMMER ADT: | 16,280 | 5,430 | 0 | 10,850 |
| PEAK HOUR VOLUME: | 1,630 | 540 | 0 | 1,090 |
| NUMBER OF LANES: | 2 | 2 | 0 | 2 |
| PEAK HOUR CAPACITY: | 2,400 | 2,400 | 0 | 2,400 |
| PEAK HOUR V/C RATIO: | 0.68 | 0.23 | | 0.45 |
| SPEED LIMIT (MPH): | 40 | 40 | 0 | 55 |
| CONGESTED SPEED: | 39 | 40 | | 55 |
| AVERAGE SPEED: | 40 | 40 | 0 | 55 |
| LENGTH (MILES): | 3.00 | 3.00 | 0.00 | 3.20 |
| | | | | |
| MOBILE6.2 | NO BUILD | BUILD | NO BUILD | BUILD |
| EMISSION FACTORS | | | | |
| HC (gm/mi) | 0.281 | 0.281 | | 0.267 |
| NOx (gm/mi) | 0.347 | 0.347 | | 0.400 |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | | | | |
| TOTAL EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD |
| HC (kgs/day) | 13.72 | 4.58 | 0.00 | 9.27 |
| NOx (kgs/day) | 16.95 | 5.65 | 0.00 | 13.89 |

| TOTAL PROJECT EMISSIONS | NO BUILD | BUILD |
|---|---|---|
| HC (kgs/day) | 13.72 | 13.85 |
| NOx (kgs/day) | 16.95 | 19.54 |
| DIFFERENCES (BUILD-NO BUILD) | | |
| HC (kgs/day) | | 0.12 |
| NOx (kgs/day) | | 2.59 |




**The above shows a very simple diagram of the proposed Bypass. No additional traffic will be brought into the area by the building of the Bypass based on the projected traffic. It will instead be partially diverted to the new Bypass.**

PROJECT NAME AND LOCATION: **TROY 10434**

PROJECT DESCRIPTION: BYPASS AROUND TROY VILLAGE

MPO: NONE OZONE AREA: CHESHIRE CO.

OZONE ANALYSIS YEAR: 2025 SOURCE OF DATA: NHDOT

| | | | | | |
|---|---|---|---|---|---|
| STREET NAME: | ROUTE 12, FC 02 | | BYPASS | | PAGE 2 OF 2 |
| % PEAK HOUR: | 10.0% | | DIVERSION | 33.3% | |
| 1998 AADT (82453011): | 9,800 | | | | SOURCE: NHDOT |
| GROWTH RATE: | 2.08% | | | | |
| LOCATION: | TROY | | BYPASS | | |
| | 2025 | 2025 | 2025 | 2025 | |
| TRAFFIC | NO BUILD | BUILD | NO BUILD | BUILD | |
| AADT: | 17,085 | 5,695 | 0 | 11,390 | |
| SUMMER ADT: | 19,200 | 6,400 | 0 | 12,800 | |
| PEAK HOUR VOLUME: | 1,920 | 640 | 0 | 1,280 | |
| NUMBER OF LANES: | 2 | 2 | 0 | 2 | |
| PEAK HOUR CAPACITY: | 2,400 | 2,400 | 0 | 2,400 | |
| PEAK HOUR V/C RATIO: | 0.80 | 0.27 | | 0.53 | |
| SPEED LIMIT (MPH): | 40 | 40 | 0 | 55 | |
| CONGESTED SPEED: | 38 | 40 | | 55 | |
| AVERAGE SPEED: | 39 | 40 | 0 | 55 | |
| LENGTH (MILES): | 3.00 | 3.00 | 0.00 | 3.20 | |
| MOBILE6.2 | NO BUILD | BUILD | NO BUILD | BUILD | |
| EMISSION FACTORS | | | | | |
| HC (gm/mi) | 0.200 | 0.199 | | 0.187 | |
| NOx (gm/mi) | 0.185 | 0.186 | | 0.211 | |
| [SUMMER ADT*LENGTH*(gm/mi)]/1000= | | | | | |
| TOTAL EMISSIONS | NO BUILD | BUILD | NO BUILD | BUILD | |
| HC (kgs/day) | 11.52 | 3.82 | 0.00 | 7.66 | |
| NOx (kgs/day) | 10.66 | 3.57 | 0.00 | 8.64 | |

| TOTAL PROJECT EMISSIONS | NO BUILD | BUILD |
|---|---|---|
| HC (kgs/day) | 11.52 | 11.48 |
| NOx (kgs/day) | 10.66 | 12.21 |
| DIFFERENCES (BUILD-NO BUILD) | | |
| HC (kgs/day) | | -0.04 |
| NOx (kgs/day) | | 1.56 |